

Castleton Sidings

Construction Environmental Management Plan

April 2024

Land to the West and South West of Heywood Road,
Rochdale,
OL11 3AU



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1.0 Introduction:

Background:

- 1.1 This Construction Environmental Management Plan [CEMP] and Construction Transport Plan (CTP) has been prepared and subsequently updated by Kellen Homes Ltd following receipt of comments received from Natural England and Rochdale Borough Council.
- 1.2 The management of construction activities that can have significant environmental impacts will be required as part of the proposed development. This CEMP provides a framework for planning and implementing remediation, construction and service utility activities in a way which prevents, minimises, controls their potential environmental impacts and the impacts on wildlife and ecology.
- 1.3 The document also highlights responsibility and accountability for the management of the Plan.
- 1.4 This document also provides details on matters relating to the construction traffic and the management measures introduced to reduce emissions, from construction vehicle movements, the timings of deliveries, vehicle washing, signage and Public Right of Ways (PROW's) diversions (if required), programmed temporary road closures (if required) and the mitigation of impacts on the Rochdale canal as well as local wildlife.

Proposed Development:

- 1.5 Full planning application for residential development, including access, car parking, landscaping, open space and associated engineering and infrastructure including an electric substation and foul water pump station.

A Construction Management Plan will be developed to include the following but will not be limited to the inclusions of:

- *Display of an emergency contact number;*
- *Details to manage works within proximity to the railway*
- *Details of suggested Wheel Washing/management;*
- *Dust suppression measures;*
- *Compound locations where relevant;*
- *Location, removal and recycling of waste;*
- *Routing strategy and swept path analysis;*
- *Consultation with local stakeholders for the duration of the construction period;*
- *Parking of construction vehicles and maintenance of supply chain deliveries to prevent congestion as far as practicable.*
- *Sheeting over of construction vehicles when leaving site as necessary.*

- *Mitigation measures for wildlife and the Rochdale Canal.*

Objectives of this CEMP:

This CEMP provides the details of the measures that will be implemented to minimise and mitigate the construction impacts on the environment at the development site and the surrounding area. The primary objective of the CEMP is to ensure that the relevant provisions set out by Rochdale Borough Council are met and the amenities of neighbouring stakeholders are protected during the works.

Kellen Homes Limited is committed to ensuring measures are in place to minimise and mitigate any potential impacts on the environment during the construction phase and development of the scheme.

The CEMP has been developed considering the overall environmental objectives of Kellen Homes set out in existing company Environmental Policies and will comply with relevant legislation. Copies of the Kellen Homes' Environmental Policies can be provided on request.

Health and Safety Management:

- 1.6 Kellen Homes is committed to promoting a positive safety culture. The enforcing authority for health and safety on construction sites is the Health and Safety Executive who will be notified of all construction works prior to their commencement on site.
- 1.7 The main contractor will maintain a register of accidents, incidents, near misses and complaints. Contractors failing to maintain the required safety standards will be excluded from the approved tender list for future work.
- 1.8 Kellen Homes will also maintain a register of accidents, near misses and details of the subcontractor.
- 1.9 All works will be legally compliant and all Codes of Practice and site rules relating to the works will be observed. at all times.

Works In Proximity to the Railway:

- 1.10 A Basic Asset Protection Agreement (BAPA) has been entered into between Kellen Homes and Network Rail. No contractors will be permitted to working within the 10m stand off between the Network Rail Land to the South and the Kellen Homes land to the North.
- 1.11 Where works are needed within the 10m boundary, Network Rail will be notified and no works will occur until written approval has been received from Network Rail – as per the Bapa.
- 1.12 All contractors operating on the site will be requires to wear Orange high vis jackets until the new fence line is erected. This is required by network rail when construction activities are taking place on a site that fronts a live railway.

- 1.13 Any contractor who disregards the above measures will cease to operate on site. Additionally, the contractor will not be tendered for future Kellen Homes Projects
- 1.14 The contractor will be responsible for all costs associated with damages to the Network Rail Land.

2.0 Construction Environmental Management Plan

- 2.1 This section of the report addresses the key elements relating to construction management protection measures.

(i) Vehicle Movements and Routes;

- 2.2 The main access into the site for construction traffic will be from Manchester Road turning down onto Heywood Road.
- 2.3 Safe pedestrian crossing points will be provided across the site entrances located at the Manchester Road and Heywood Road junction.
- 2.4 This access is the current access used by network rail for accessing the site and it will be used throughout the construction period. This access is secure and will be manned by banksmen to:
- 1): Guide construction traffic and deliveries into the site,
 - 2) Control the flow of traffic in and out of the site,
 - 3): Ensure that the site is locked up and secure outside of operational working hours.
- 2.5 All vehicles must be brought into the site in forward gear and leave the site in forward gear where possible. If a Vehicle has to reverse out of the site, a banksman will be required to aid the driver when entering and exiting the site.
- 2.6 There will be no access to the site for construction traffic through the fairways.

(ii) Loading and Unloading of Plant Material:

- 2.7 As required, the Banksman will be in communication with the haulage contractors regarding deliveries (e.g. Brick/Block) to ensure there is no backlog of deliveries along Heywood Road, Manchester Road and internally within the site.
- 2.8 All lifting operations will be carried out under the supervision of certified Slinger/Banks man (CITB Construction Skills CPCS). They must be provided by the appointed sub-contractor.
- 2.9 Abnormal loads and deliveries should be agreed in advance with the site management.
- 2.10 No plant material is to be lifted directly over vehicles or contractors on site, if a sub contractor does this, disciplinary action will be taken against the individual and the firm.
- 2.11 All bulk material will be unloaded from HGV's and transferred into the relevant store based on the material composition.

(iii) Storage of Plant Materials used in Constructing the Development:

- 2.12 Bulk material storage is to be provided within the compound area. The fuel storage tank is to be located adjacent to the bulk material storage areas and will be double bunded with a drip tray to

stop leaks complete with spill kits.

- 2.13 No materials are to be stored on container roofs at any time unless suitable edge protection is in place and the material is strapped down to prevent the item from toppling.
- 2.14 No material will be stored on permeable bear ground at any point during the development, all material stores will be impermeable and away from environmentally sensitive receptors. The above measures ensure that groundwater is not contaminated and that run off is not contaminated.
- 2.15 Spill kits will be available for sub contractors, should there be a spillage, sub contractors will deploy the spill kit and inform site management. Site management will consult with a appointed ecologist in order to develop a strategy for managing the spillage.
- 2.16 Management will inform the local authority of the incident and the measures taken to limit the spillage.

(iv) The erection and maintenance of security hoarding, decorative displays and facilities for public viewing.

- 2.17 The site will be secured via 1.8m metal fence around the southern Boundary which fronts the railway. An additional 2.8m acoustic fence will be implemented in the south to prevent disturbance to residents when the development is build out.
- 2.18 The site will be enclosed by standard, hard wearing Heras fencing along all road frontages and exposed boundaries. An example of the type of fencing to be used is shown in Appendix 2 of this document.
- 2.19 The site will have out of hours security this is intended to reduce the likelihood of antisocial behaviour/crime from occurring on the site.
- 2.20 The site will not be open to the general public.
- 2.21 Any visitors coming onto the site will be required to sign in and complete a health and safety induction. Visitors will also be required to sign out upon leaving.
- 2.22 Visitors that do not hold a CSCS Card will be escorted around the site by an accredited member of the team who holds a CSCS Card. When walking the site, all visitors should use the walkways throughout the site. These will be outlined via the correct type of pedestrian barriers and will run along the key walking routes throughout the site.
- 2.23 For visitors who wish to view show homes, the details of our sales team will be provided on our website.

(v) Wheel Washing Facilities:

- 2.24 All vehicles leaving site will pass over rumble strips prior to prior to leaving the site. Rumble strips will be located away from permeable ground and drains to prevent surface water run off.
- 2.25 In addition to the above measure, once vehicles have passed over rumble strips, they will be visually inspected.
- 2.26 Any vehicles which are found to be holding excessive dirt will have their wheels cleaned and the dirt removed using a jet wash, once the vehicle is deemed suitably cleaned it will be allowed to leave the site.

- 2.27 Jet washing will occur over impermeable membranes which tie into trapped culverts lined with straw bales and silt interceptors. This further reduces the likelihood of contamination running off the site.
- 2.28 All deliveries to site and construction traffic are to utilise hard-standing areas. This will negate any material being tracked throughout existing roads. Impermeable membranes will be used where vehicles will be parked. This is in order to prevent micro contamination from minor leaks on vehicles.
- 2.29 Road sweeps are to be booked as and when required.
- 2.30 Photographic dilapidation surveys of the highway and public highways will also take place fortnightly by the site manager to ensure that public highways are free from dirt.
- 2.31 If a member of the public raises concern regarding the condition of the surrounding highway, they should report their concerns to the site manager who will implement measures to rectify the raised issue, such as booking road sweepers.

(vi) Measures to Control Dust and Air Quality:

- 2.32 Dust monitoring stations will be set up and the inclusion of damping down efforts will reduce the potential for dust leaving the site.
- 2.33 During dry spells care will be taken to dampen down parts of the site and stockpiles of material by way of a water reservoir fitted to a forklift truck.
- 2.34 Mobile Sprayers will also be implemented to dampen down the stockpiles.
- 2.35 To further manage air quality, all dust complaints will be recorded and actioned by site management. If subcontractors are not adhering to HSE and COSHH regulations regarding dust suppression, disciplinary action will be taken.
- 2.36 In addition to the above, the following measures will also be implemented:
- Wetting down of cutting processes.
 - Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas. This further prevents dust from being kicked up.
 - Ensure all engines from construction vehicles are switched off and not idling. This prevents excess pollution from construction vehicles.
 - Stakeholder Engagement plan in the form of letter drops to notify nearby residents on the type of construction work that will be undertaken at given time periods.
 - Enclosure of skips where practicable and during evening periods.
 - Ensure Monaflex Sheeting is clean and damped down regularly.
 - Covering of wagons with sheets leaving the site.
 - Road sweeping where appropriate.
- 2.37 To further manage air quality, no odorous chemicals will be used on the site at any time. If odorous chemicals are required to be used, then they shall be stored in a fully enclosed system that utilised active ventilation.

- 2.38 Foul from portable toilets will be emptied using pump and hose into a contained storage system. All portable toilets will be cleaned and de odorised once they have been emptied.
- 2.39 Portable toilets will be cleaned and emptied on a regular basis in order to preserve the current level of air quality.

(vii) A Scheme for Recycling / disposing of waste:

- 2.40 Sub-contractors are responsible for removal of their own waste from site, this is to be discussed at procurement/pre-start.
- 2.41 Waste Disposal Policy Kellen Homes.
- All timber is to be placed in a timber only skip provided by Kellen.
 - All Plasterboard is to be placed in plaster only skip provided by Kellen
 - All Brick / Rubble etc. is to be stockpiled on site until a sufficient amount can be brought to a crusher to generate 6F2, or to be moved by wagon to an adjacent site that has a crusher.
 - A pallet collection scheme is in operation
 - All metal will be collected by Prestige Metal Fabrication

(viii) Measures To Prevent Noise & Vibration;

- 2.42 The Noise and Vibration strategy has been formulated in accordance with Best Practice Means as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990 as those measures which are:
- *“Reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to financial implications”.*
- 2.43 The overarching principle is the noise and vibration control at source with the selection where possible, of, quiet and low vibration equipment.
- 2.44 A review of construction methodology to consider quieter methods, the location of equipment on site, the control of working hours, the provision of acoustic enclosures and the use of less intrusive audible warnings such as broadband vehicle reversing alarms.
- 2.45 For this development the following approach is considered appropriate:
- The Contractor’s Site Manager will oversee the employment of measures for the control and monitoring of noise and vibration.
 - Operational hours generating noise and vibration will be restricted to:
 - Monday - Friday 07:30 – 17:00 and Saturday 08:30 – 14:00.
 - No deliveries or piling will take place outside the hours of 07:30 to 17:00 Monday to Friday or 08:30 to 14:00 on a Saturday.
- 2.46 Noise and vibration will be controlled and limited so far as reasonably practicable so that sensitive receptors are protected from excessive noise and vibration arising from construction.
- 2.47 The use self-charging generators on the site to prevent noise being generated through the night by being able to switch from diesel to stored electric power.

- 2.48 Acoustic enclosures may be required in sensitive locations such as near generators.
- 2.49 Hydraulic plant will be used in preference to pneumatic plant where possible.
- 2.50 Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels where appropriate.
- 2.51 Certain activities may extend outside of normal working hours to enable safe working or because of unforeseen events. The Environmental Health Team will be contacted to agree the activities if required.
- 2.52 Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of the agreed working times so long as they do not result in significant disturbance to neighbouring occupiers.
- 2.53 Vibration monitors will be installed whilst the piling works are carried out. If the trigger levels are hit, work would be stopped until further notice.

The principles of Best Practicable Means will help to minimise the noise levels during construction in accordance to the recommendations for control of noise and vibration on construction sites as set out in BS: 5228.

(ix) Measures to Prevent Surface Water Runoff;

- 2.54 Measures will be implemented, maintained, and monitored in order to comply with the Water Regulations Act (1991) section 85 and associated Regulations.
- 2.55 The closest water course in relation to the site are: Trub Brook (0.35 Miles South), the Rochdale Canal SSSI/SAC (0.3 Miles East) and Roeacre Brook (0.42 Miles North West).
- 2.56 As outlined in the Ascerta HRA (2023) there are no Hydrological linkages between the site and the Rochdale Canal. This minimises the risk of run off into the canal however additional measure have also been incorporated, these measures are referred to throughout the CEMP.
- 2.57 All surface water drainage from impermeable areas and roads shall pass through trapped culverts prior to being discharged into any watercourse. These drains will be trapped with straw bales, silt interceptors, terram Kerbing or temporary bunds will be provided to prevent run-off to nearby watercourses.
- 2.58 Any disposal of surface water generated on site during construction to controlled waters will require consent from the EA (if applicable). The discharge from the site will be into Trub Brook, providing sign off from the EA. The above and below measures will be implemented in their entirety prior to any discharge into Trub brook.
- 2.59 During the course of the development, no surface water or drainage will be discharged into the Rochdale canal, this prevents the potential contamination of a SSSI/SAC asset.
- 2.60 If dewatering is required as part of the construction process, pumped surface water should be disposed of appropriately according to EA Pollution Prevention Guidelines.
- 2.61 There shall be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters, whether direct or via soakaways. No pumped water shall be discharged into the live drainage system without having been filtered through a silt buster interceptor.
- 2.62 Plant will be refuelled in designated areas on an impermeable surface approved by site management.

- 2.63 A number of spill kits will be available in the event of an accident and will be kept in the refuelling area. We will also encourage sub contractors to carry spill kits in their vans.

(x) Measures to Prevent the Pollution of Watercourses:

- 2.64 Refuelling will occur in designated areas on an impermeable surface away from any drains or watercourses. Spill kits will be available in the event of an accident and will be kept in the refuelling area.
- 2.65 Off-site works such as drainage and utility connections will be undertaken by responsible sub-contractors with the correct 'Road Opening Notices' in place, alongside the associated Method Statements.
- 2.66 The drainage connections will be undertaken within the site to existing drainage to Heywood Rd. Similarly, utility connections (gas / electric / water) will be undertaken within the existing footpaths adjacent to the proposed development.
- 2.67 Any pipework/culverts crossing under roadway, shall be given adequate protection to ensure that they will not be damaged during and post construction.

(xi) Measures for the Protection of Existing Water Mains and services:

- 2.68 Prior to the development of the site, the services team at Kellen Homes will consult with the appropriate service provider for water, fiber, gas and electric.
- 2.69 Services that can be proven dead by the provider will be removed during enabling works and remediation phase of the development.
- 2.70 For any live services present on the site, Kellen will seek advice from the services provider in regards to diversion.
- 2.71 Prior to any diversion works, notices will be issued 1 month in advance to local residents. No live services will be out of commission for more than 4 hours at a time, live services will not be diverted during peak times, this minimises the disruption to local residents from service diversions.

(xii) Hours of Construction and Deliveries:

- 2.72 All construction activities at the site will be limited to the following hours;
- Monday to Friday between the hours of 7:30 and 18:00 hours:
 - Saturday Between 08:00 and 14:00 hours:
 - No deliveries or piling works to take place outside the hours of 7:30 and 18:00 hours Monday to Friday:
 - No working on Sundays or Bank Holidays
- 2.73 The above hours have been selected as they are outside of the identified Peak AM and PM flow times as identified by Edisons.
- 2.74 No construction traffic will be permitted to use the Fairways or Hanover Street, all construction traffic will use Heywood Road turning left only onto Manchester Road, this minimises disruption

to residents along the Fairways and along Hanover Street.

(xiii) Community Engagement Strategy:

- 2.75 Emergency contact details for members of the Kellen site team will be shared with local residents and the LPA. Emergency contact details will also be listed on site entrances.
- 2.76 Any complaints will be logged in a dedicated file and will be actioned by the Site Manager. If not resolved by the Site Manager then the complaint will be escalated to the Construction Director then the Managing Director.
- 2.77 Prior to the commencement of the development a letter drop will take place to all local residents, nearby businesses, outlining the following;
- Proposed start date for construction and anticipated duration of build.
 - Proposed hours of construction.
 - Contact details (Name/Position/Contact number or email where appropriate) for any issues or complaints to be logged and for in the event of emergencies.
 - If required Kellen Homes will carry out a presentation to any primary school in the area of the site to inform young children of the “dangers on a construction site” this will encourage children to stay away from the site. If requested, this presentation can also be given to local high school or college students.
 - During the course of the development, letter drops will occur at key milestones, for example when piling activity is taking place or when deemed necessary by the business to inform residents of any changes to work practices.
 - The areas to be covered by the letter drop are to be confirmed, but the methodology will primarily consist of radial letter drop as followed during local consultation with residents.

3.0 Ecology and Wildlife:

- 2.78 The following section of this CEMP will outline the measures implemented by Kellen Homes to protect the local ecology and biodiversity during the construction process. Measures outlined previously within this CEMP will also be utilised to minimise the harm to local ecology and wildlife.

(i) Measures to Protect Reptiles:

- 2.79 Reptiles are protected under The Wildlife and Countryside Act 1981 (as amended) (W&C Act) which makes it an offence to kill or injure native reptiles. The Countryside and Rights of Way Act 2000 (CROW Act) amends the W&C Act to also make it an offence to intentionally or recklessly damage, destroy or obstruct a place that a species, listed on Schedules of the W&C Act, uses for shelter or protection.
- 2.80 As outlined in the Ascerta Reptile Survey Report (October, 2023) there was no evidence of reptiles present on the site.
- 2.81 Prior to the commencement of development an additional reptile survey will be undertaken to outline the presence of reptiles on site. Reasonable avoidance measures (RAMS) will be implemented to avoid the impact on reptiles that may be present. The implemented RAMS are as follows:

- Toolbox talk delivered by a suitably experienced ecologist to all contactors working within the survey area. This will detail the identification of protected species that are present, legislation that protects them and what to do if they come across a protected species during the proposed works;
- The vegetation clearance will be undertaken in two stages. The first cut will be to 150mm, and the second cut will remove vegetation to ground level (with a minimum of 24 hours between cuts);
- Vegetation clearance works will take place in sections, in a directional manner of the site to allow any reptile to disperse from the area;
- Construction materials stored on pallets so as not to create areas of refuge for reptiles and;
- If a protected species is identified during the proposed works, all works will stop immediately, and advice sought from a suitably qualified ecologist prior to works commencing again.

(ii) Measures to Protect Bats and Birds:

- 2.82 All bat species are designated and protected as European protected species (EPS). EPS are protected under the Conservation of Habitats and Species Regulations 2017. It is an offence to: deliberately kill, injure, disturb or capture them damage or destroy their breeding sites and resting places (even when bats are not present) possess, control or transport them (alive or dead) It is also an offence under the Wildlife and Countryside Act 1981 to intentionally or recklessly: disturb bats while they occupy a structure or place used for shelter or protection obstruct access to a place of shelter or protection.
- 2.83 Prior to the commencement of development, an updated nocturnal bat survey will be required. This survey will be undertaken by a chartered ecologist between April and October.
- 2.84 If at any point bats are found during construction, works in the area will cease and an ecologist will be appointed to monitor the bat roost. No works will commence in the area until an ecologist deems that the roost has ceased.
- 2.85 If bats are identified, it will not be permitted to deliberately shine lights towards the roost, lighting will therefore be sensitive in respect to bats if roosts are identified.
- 2.86 All wild birds are protected under the Wildlife and Countryside Act 1981. It is an offence to: kill, injure or take wild birds take, damage or destroy the nests of species that reuse them, such as osprey take, damage or destroy a nest that's in use or being built take or destroy the egg of any wild bird possess or control any wild bird (alive or dead) possess or control an egg or any part of an egg of a wild bird
- 2.87 Subject to the start on site, trees will only be removed outside of the nesting bird season (1st March to 31st August). If the start on site is within bird nesting season, a suitably experienced ecologist will be appointed to carry out a bird nesting survey.
- 2.88 If nesting birds are identified, a buffer zone will be established around the effected tree. No felling work will commence in the immediate area until the youngest bird has left the nest.

(iii) Measures to protect Badgers:

- 2.89 Badgers and their setts (tunnels and chambers where they live) are protected by the Protection of Badgers Act 1992. It is an offence to: take, injure or kill a badger - or attempt these actions treat a badger cruelly interfere with a badger sett possess or control a live badger mark or ring a badger.

- 2.90 Prior to start on site, an updated badger and small mammals check will be undertaken by a experienced ecologist.
- 2.91 Reasonable avoidance measures will be implemented if badger sets are found on site these will include, but are not limited to the following:
- During construction, fencing will be installed to protect the sett area. The fences will be elevated to allow badgers to pass underneath them.
 - A 30m no construction zone will be implemented around the sett area.
 - During construction, no artificial light will be deliberately angled towards the direction of the badger set.

(iv) Rochdale Canal (SSSI and SAC)

- 2.92 The Rochdale Canal is a Site of Special Scientific Interest (SSSI) and a Special Area of Conservation (SAC). The canal is located circa 500m – 1km from the site depending on the reference point.
- 2.93 The associated negative externalities resulting from the development are as follows: increased footfall along the canal, increased recreational pressures, increased littering, potential to harm plankton from increased air pollution and light pollution.
- 2.94 Given the above, the appropriate measures will be implemented to reduce the above pressures on the Rochdale Canal during the construction process.
- 2.95 During dry spells care will be taken to dampen down parts of the site and stockpiles of material by way of a water reservoir fitted to a forklift truck.
- 2.96 Mobile Sprayers will also be implemented to dampen down.
- 2.97 To further manage air quality, all dust complaints will be recorded and actioned by site management. If subcontractors are not adhering to HSE and COSHH regulations regarding dust suppression, disciplinary action will be taken.
- 2.98 The above measures ensure that dust particulates arising from construction are captured and suppressed which in turn reduces the likelihood of dust blowing onto the Rochdale Canal.
- 2.99 In addition to the above methods, start on site time have been selected as they are considered to be outside of the peak AM and PM traffic flows. This method reduced the likelihood of construction traffic being stuck in traffic when commuting to the site, thus reducing excess pollution from arising.
- 2.100 Prior to construction traffic leaving the site, all construction vehicles will have their wheels washed over impermeable membranes that are tied into trapped hydro breaks, this ensures that there is no dust or debris on the highway, where there is an unsatisfactory level of dirt on the highway, road sweepers will be booked in advance this ensures the highway is clean throughout the course of the development which further minimises the spread of dust and contaminants to the Rochdale canal.
- 2.101 A travel plan will also be implemented and this will encourage resident to use sustainable means of transport such as car sharing with neighbours, cycle to work using the recently implemented cycle lanes along Manchester Road (which form part of the wider Bee Network) and by using train services from Castleton Railway Station located circa 0.2 miles away from the development.
- 2.102 Where it is possible tradesmen will also be encouraged to use public transport however it is

appreciated that this may not be feasible due to the need to carry construction tools to and from the site.

- 2.103 The above measures aim to further reduce the effect of pollution arising from the development onto the Rochdale Canal.
- 2.104 To combat recreational pressures, the current layout of the site possesses means to facilitate recreational activities which will reduce recreational footfall along the Rochdale Canal. This is in the form of onsite walking routes, public open space and play facilities. In addition to the above, Kellen Homes will inform all future residents of the scheme to:
- Keep their dog/pet on a lead at all time when walking along the Rochdale Canal – This is in order to minimise the harm to wildlife situate in the Rochdale Canal.
 - No Dog fouling at any point along the Rochdale Canal. This will be enforceable by signs which will be added along the Rochdale Canal.
 - No swimming or littering in the Rochdale Canal. This will also be enforceable by signs and additional bins may be provided to combat the above.
- 2.105 Additional measures will also be incorporated into the construction aspect of the site and this principally relates to light pollution and the Rochdale Canal.
- 2.106 In order to prevent light pollution on the Rochdale Canal, all lighting equipment will be angled away from the Rochdale Canal facing inwards on the site. This prevents light from overspilling onto the Rochdale Canal minimising the impact on wildlife and amenity of the canal.

4.0 Conclusion:

The overall objective of this Construction Environmental Management Plan has been developed to ensure that throughout the construction process, the following fundamental goals are all met so far as practicable: exemplary environmental practice; protection of the interests of local residents, amenity; and efficient, economic and timely construction practice.

Accommodation Schedule Castleton Sidings						
						
House Type	Bed No.	Type	No.	Sqft	Total Sqft	Sqm
Detached						
Hls	Bedroom	2	Master	7	797	73.65
Gar	Garage	1	Garage	18	168	15.54
Gar	Garage	3	Garage	4	311	28.84
				29	1276	118.03
Flats						
Bk	Bedroom	2	Master	12	797	73.65
Bk	Bedroom	2	Bedroom	6	908	84.08
Cd	Car	1	Car	28	940	86.92
Ac	Acacia	3	Acacia	7	940	86.92
Ld	Lavender	1	Lavender	26	1017	94.02
Hd	Hall	3	Hall	10	1002	92.94
Bk	Bedroom	3	Bedroom	10	1002	92.94
Bk	Bedroom	3	Bedroom	6	1002	92.94
Rm	Room	3	Room	11	1002	92.94
Rm	Room	3	Room	6	1111	102.94
Rm	Room	3	Room	10	1100	101.94
Ld	Lavender	4	Lavender	13	1210	111.94
Ash	Ash	4	Ash	7	1200	111.94
				142	14200	131.94
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