



Kellen Homes

CASTLETON SIDINGS

Habitats Regulations Assessment: Screening and
Appropriate Assessment





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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com



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Checked by	Tabatha Boniface			
Signature	Boniface, Tabatha (UKTXB777) Digitally signed by Boniface, Tabatha (UKTXB777) DN: cn=Boniface, Tabatha (UKTXB777), ou=Active, email=tabatha.boniface@wsp.com Date: 2024.04.25 13:38:26 +01'00'			
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. This Habitats Regulations Assessment (HRA) Screening and Appropriate Assessment (AA) Report has been prepared by WSP, on behalf of Kellen Homes for the Detailed (full) Castleton Sidings Planning Application (the “Proposed Development”). The report has been produced with regards to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the ‘Habitats Regulations’)¹ (Her Majesty’s Stationery Office (HMSO), 2017).

1.2 PROJECT BACKGROUND

- 1.2.1. A Detailed (Full) Castleton Sidings Planning Application (**Figure 1**) is sought for the construction of 191 housing units including access, car parking, landscaping, open space and associated engineering and infrastructure including an electric substation and foul water pump station on land at Castleton, Rochdale (hereafter referred to as the ‘Site’). The Site is approximately 9.02ha in area and is centred on National Grid Reference (NGR) SD 8791 1015. The Site requires extensive remediation prior to construction commencement owing to historical use as a rail siding and for rail affiliated activities. This work will take place in advance of construction of the Proposed Development. An Outline Planning Application (also shown on **Figure 1** indicated by the blue boundary) was also originally proposed for a built development to facilitate the East Lancashire Railway (ELR) extension on adjacent land to the east of the Detailed (Full) Application (centred on NGR SD 8815 1026), but this application has been withdrawn and is not considered within this report.
- 1.2.2. Given the presence of internationally designated sites within 20km of the Planning Application (**Figure 2**), a HRA Screening was recommended, with information to inform an AA if required (see **Section 1.5** for further details).

1.3 BACKGROUND INFORMATION

ECOLOGICAL BACKGROUND

- 1.3.1. In terms of existing ecological information, Ascerta undertook a Preliminary Ecological Appraisal (PEA) in April 2023 at Castleton Sidings (Ascerta, 2023a) which comprised: a desk study, with a Site walkover undertaken on 16 March 2023.
- 1.3.2. The Site comprised disused railway sidings with areas of hardstanding/bare ground, dense/continuous scrub, semi-natural broadleaved woodland, poor semi-improved grassland, species-poor hedgerows, scattered trees and a wet ditch. Castle Hawk Golf Course lies immediately to the north of the Site with Rochdale Canal Site of Special Scientific Interest (SSSI)/Special Area of Conservation (SAC) located approximately 150m east of the Site at its closest point. The canal, however, is located east of an active dual-track rail line, representing a significant barrier between the Site and the canal and of which there is no direct access from the Site to the canal.

¹ As updated by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

1.4 ADDITIONAL SOURCES OF INFORMATION

1.4.1. As part of this assessment the following reports and consultation responses have been reviewed to provide context and background information and are referenced in **Table 1-1**.

Table 1-1 - Additional Sources of Information

Report / Consultation	Reference
Habitats Regulations Assessment - Screening Report. Castleton Sidings, Rochdale.	(E3P, 2021a)
Castleton, Rochdale - Flood Risk Assessment and Drainage Feasibility	(Campbell Reith, 2021)
Phase I & II Geoenvironmental Site Assessment - Land to the South of Heywood Road, Castleton Sidings, Rochdale.	(E3P, 2021b)
Supplementary Controlled Waters Assessment. Heywood Road, Castleton.	(E3P, 2024a)
Remediation Strategy Castleton Sidings, Rochdale Reference: 14-768-R4-2 Date: March 2024	(E3P, 2024b)
14-678 Addendum Geoenvironmental (covering letter). Date April 2024.	(E3P, 2024c)
Preliminary Ecological Appraisal - Castleton Sidings, Rochdale.	(Ascerta, 2023a)
Habitats Regulations Assessment (HRA). Castleton Sidings, Rochdale.	(Ascerta, 2023b)
Ecological Air Quality Assessment - Castleton Sidings, Rochdale.	(Redmore Environmental, 2024)
Flood Risk Assessment for Development at Castleton Sidings, Rochdale (version 6). Date April 2024.	(Townsend Water Engineering, 2024)
Proposed Residential Development, Kellen Homes, Castleton Sidings, Rochdale - Transport Assessment (version 6). Date: April 2024.	(Eddisons Transport Planning, 2024)
Greater Manchester Combined Authority (GMCA) Places for Everyone Joint Development Plan 2022 to 2039	Adopted March 2024 (GMCA, 2024)
Habitats Regulations Assessment of the Places for Everyone Joint Development Plan (Rev 3).	(Ricardo Energy and Environment and Greater Manchester Ecology Unit, 2022)
Habitats Regulations Assessment of the Places for Everyone Joint Development Plan. Main Modifications Addendum Report.	(Greater Manchester Ecology Unit, 2023)

Report / Consultation	Reference
Natural England consultation response to previous HRA submission (completed by Ascerta, 2023b).	(Rochdale Borough Council, February 2024)
Canal & Rivers Trust consultation response to previous HRA submission (completed by Ascerta, 2023b).	(Rochdale Borough Council, January 2024)

1.5 PURPOSE OF THIS REPORT

- 1.5.1. This report provides information to inform an assessment of the effects of the Proposed Development on International Sites². 'Competent Authorities' must assess plans and projects for their potential to cause Likely Significant Effects (LSE) on International Sites. Should LSE be identified by the initial screening process it is necessary to further consider the effects by way of an 'Appropriate Assessment (AA)'. Where the plan or project may lead to LSE it must be subject to an AA to determine whether there will be adverse effects to any such sites. Any plan or project that would lead to adverse effects on the integrity of these site(s) cannot be permitted without meeting strict additional tests.
- 1.5.2. Overall, this process of assessment is known as Habitats Regulations Assessment and further details of the applicable legislative context are summarised below.
- 1.5.3. Following the UK's exit from the International Union (EU), The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 has resulted in amendments to the Habitats Regulations. Defra guidance (2021) states that Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) in the UK no longer form part of the EU's Natura 2000 ecological network. The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 have created a National Site Network (NSN) on land and at sea, including both the inshore and offshore marine areas in the UK. The NSN includes:
- Existing SACs and SPAs; and
 - New SACs and SPAs designated under these Regulations.
- 1.5.4. Any references to Natura 2000 in the 2017 Regulations and in guidance now refers to the new NSN.

1.6 THE HRA PROCESS

- 1.6.1. Guidance on the Habitats Directive (International Commission, 2000) sets out the step-wise approach which should be followed to enable Competent Authorities to discharge their duties under the Habitats Directive and provides further clarity on the interpretation of Articles 6 (3) and 6 (4). The process used is usually summarised in four distinct stages of assessment:

² International Sites include Special Areas of Conservation (SACs), Special Protection Areas (SPAs), candidate SACs and potential SPAs. It is also a matter of government policy that Ramsar sites and candidate/potential SACs and SPAs are given the same protection as other International Sites in the HRA process, as described in paragraph 181 of the National Planning Policy Framework. In that context, Ramsar sites have also been considered in this report where applicable.

- Stage 1: Screening: the process which identifies whether effects upon an International Site(s) of a plan or project are possible, either alone or in combination with other plans or projects, and considers whether these effects are likely to be significant;
- Stage 2: Appropriate Assessment: the detailed consideration of the effect on the integrity of International Sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function;
- Stage 3: Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plan or project that avoid adverse effects on the integrity of the International Site(s); and
- Stage 4: Assessment where no alternative solutions exist and where adverse effects remain: an assessment of whether the development is necessary for Imperative Reasons of Overriding Public Interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the NSN.

- 1.6.2. This report provides information to inform Stages 1 (screening for LSE) and 2 (AA). The integrity of a site is defined as the coherence of the site's ecological structure and function, across the whole of its area, which enables it to sustain the habitat, complex of habitats and/or populations of species for which the site has been designated (International Commission, 2000). An adverse effect on integrity is likely to be one which prevents the site from making the same contribution to favourable conservation status as it did at the time of designation.
- 1.6.3. The precautionary principle is applied at all stages of the HRA process. In relation to Stage 1: Screening, this means that both projects or plans where significant effects are considered likely and those where uncertainty exists as to whether significant effects are likely must be subject to Stage 2 (AA) of the HRA process.
- 1.6.4. The Waddenzee case³ was brought to the Court of Justice of the International Union (CJEU) under a claim that the Netherlands was in breach of legislation by allowing mechanical cockle fishing in the Wadden Sea. The CJEU judgement in the Waddenzee case stated that *'where a plan or project has an effect on that site but is not likely to undermine its conservation objectives it cannot be considered likely to have a significant effect on the site concerned.'*
- 1.6.5. As such, where effects of a plan or project may be identified but are in line with the conservation objectives of the international site, or expected to be positive effects, they are not considered to be LSE for the purposes of the HRA.

³ International Court of Justice case C-127/02 dated 7th September 2004, usually referred to as 'the Waddenzee ruling'

2 IDENTIFYING RELEVANT INTERNATIONAL SITES

2.1 OVERVIEW

2.1.1. This section of the report confirms those International Sites that are relevant to the assessment, i.e. those where the Proposed Development could lead to 'a conceivable risk of harm' to the International Site. International Sites at a conceivable risk of harm are identified by determining:

- The impact pathways generated by the Proposed Development, that could potentially lead to harm to International Site(s); and
- The spatial extent around the Proposed Development, over which those impact pathways could conceivably have a material effect on the qualifying interests (reasons for designation) of the International Site(s).

2.2 RELEVANT INTERNATIONAL SITES

2.2.1. A study area of up to 30km surrounding the location of the Proposed Development has been considered, covering a distance which is appropriate to encompass possible effect pathways from the Proposed Development to International sites, including those that may be vulnerable to air quality changes. Due to the scope and size of the Proposed Development, International sites beyond 30km and without any hydrological links to the Proposed Development, have been ruled out.

2.2.2. The following resources were used to identify relevant International Sites and their interest features.

- International Site locations within 30km of the Proposed Development were searched for using the Site Check function within the MAGIC (Multi-Agency Geographic Information for the Countryside) website⁴.
- The MAGIC website was also used to view specific Site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZs) triggered by different types and sizes of development. SSSIs underpin International designated sites and consequently SSSI IRZs can be utilised to inform the HRA.
- The Joint Nature Conservation Committee (JNCC) website⁵ was used to view SAC Standard Data Forms, which show Annex I habitats and Annex II species for which the SACs are designated. The JNCC website⁶ also shows Standard Data Forms for SPAs, highlighting bird species for which the SPAs are designated.
- The Natural England (NE) website⁷ was used to provide further information about International Sites via citations and condition reports for SSSIs which are constituents of International Sites. Information was also sourced regarding pressures for the sites, NE's views about management, and operations requiring NE's consent.

2.2.3. A total of four International Sites were found to be within 20km of the Proposed Development, with the Manchester Mosses SAC (Holcroft Moss SSSI) being located 24km from the Proposed Development as shown in **Figure 2** of this report and in **Table 2-1** below.

⁴ [Magic Map Application \(defra.gov.uk\)](https://magic.defra.gov.uk/)

⁵ [Special Areas of Conservation \(jncc.gov.uk\)](https://jncc.gov.uk/special-areas-of-conservation/)

⁶ [List of UK SPAs \(jncc.gov.uk\)](https://jncc.gov.uk/list-of-uk-spas/)

⁷ [Site Search \(naturalengland.org.uk\)](https://naturalengland.org.uk/site-search/)

Table 2-1 – All International Designated Sites within 20km of the Proposed Scheme and Manchester Mosses SAC

Site Name	Designation	Distance (km)	Direction
Rochdale Canal	SAC	0.15	East
South Pennine Moors	SAC	8	North-east
South Pennine Moors Phase 2	SPA	8	North-east
Peak District Moors (South Pennine Moors Phase 1)	SPA	12	East
Manchester Mosses	SAC	24	South-west

- 2.2.4. The Rochdale Canal SAC is located 150m to the east of the Proposed Development at its nearest point, however, an active dual-track rail line separates the Site from the canal and represents a significant barrier. There is no direct pathway between the Site and canal owing to the presence of the rail line. No area within the SAC will be subject to any excavation as part of the Proposed Development and there will be no disturbance to the watercourse during construction.
- 2.2.5. The only other International Sites within 20km are the South Pennine Moors SAC, the South Pennine Moors Phase 2 SPA, and the Peak District Moors (South Pennine Moors Phase 1) SPA. The South Pennine Moors SAC shares a boundary with both the SPAs and is 8km from the Proposed Development at its nearest point. The South Pennine Moors Phase 2 SPA and the Peak District Moors (South Pennine Moors Phase 1) SPA are contiguous and support similar species and habitat types. The primary reasons for the designation of these International Sites are shown in **Table 2-2** below.
- 2.2.6. In the NE response of 19/02/2024, it was stated that the application could have potential significant effects on Manchester Mosses SAC, specifically one of its component SSSIs, Holcroft Moss SSSI. The Manchester Mosses SAC sites are designated primarily as degraded raised bogs still capable of natural regeneration (Annex I habitat). The nearest point of Holcroft Moss SSSI is approximately 24km to the south-west of the Proposed Development. The concern was that Holcroft Moss is located only 1.1km from Junction 11 of the M62, with the Proposed Development being located between junctions 19 and 20 of the M62. If the Proposed Development caused an increase in traffic travelling to Junctions 19 and 20, via Junction 11 then Holcroft Moss could be adversely affected by increased emissions due to the Proposed Development.

Table 2-2 - International Sites and Reasons for Designation

Site Name	Primary Reasons for Designation
Rochdale Canal SAC	ANNEX II SPECIES THAT ARE THE PRIMARY REASON FOR SELECTION OF THIS SITE Floating water-plantain <i>Luronium natans</i>.
South Pennine Moors SAC	ANNEX I HABITATS THAT ARE A PRIMARY REASON FOR SELECTION OF THIS SITE 4030 International dry heaths. 7130 Blanket bogs (* if active bog).* Priority feature. 91A0 Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles. ANNEX I HABITATS PRESENT AS A QUALIFYING FEATURE, BUT NOT A PRIMARY REASON FOR SELECTION OF THIS SITE 4010 Northern Atlantic wet heaths with <i>Erica tetralix</i>; and 7140 Transition mires and quaking bogs.
South Pennine Moors Phase 2 SPA	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: 0.3% of the GB breeding population of short-eared owl <i>Asio flammeus</i> (Count as at 1990). Equating to 3 pairs. 2.2% of the GB breeding population of merlin <i>Falco columbarius</i> (Count as at 1995). Equating to 28 pairs. 1.3% of the GB breeding population of golden plover <i>Pluvialis apricaria</i> [North-western Europe – breeding] (No count period specified). Equating to 292 pairs. ARTICLE 4.2 QUALIFICATION (79/409/EEC): An internationally important assemblage of birds.
Peak District Moors (South Pennine Moors Phase 1) SPA	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: - At least 2.2% of the GB breeding population of short-eared owl (Count, as of 1990 and 1998). Equating to 22 pairs; - At least 2.3% of the GB breeding population of merlin (Count as of 1990 and 1998). Equating to 30 pairs; and - At least 1.9% of the GB breeding population of golden plover (Count, as of 1990 and 1998). Equating to 435 pairs.
Manchester Mosses SAC (specifically Holcroft Moss SSSI)	ANNEX I HABITATS THAT ARE A PRIMARY REASON FOR SELECTION OF THIS SITE 7120 Degraded raised bogs still capable of natural regeneration.

- 2.2.7. There is no hydrological connection between the Site and the South Pennine Moors SAC and Phase 1 and 2 SPAs. The northern end of the nearby Rochdale Canal SAC terminates near Littleborough, 1.5km west of the South Pennine Moors SAC and South Pennine Moors Phase 2 SPA. The outer South Pennine Moors SSSI IRZ is located approximately 4.8km from the edge of the Proposed Development. Consequently, it is not recommended within the SSSI IRZ site check that the local planning authority (LPA) should consult NE on the likely risks to the South Pennine Moors SAC/SPAs/SSSI from the Proposed Development. In addition, the Ecological Air Quality Assessment (Redmore, 2024) ruled out any potential air quality impacts due to increased traffic due to the scheme for these International Sites. The South Pennine Moors SAC and Phase 1 and 2 SPAs are therefore not considered further within this report due to their distance from the location of the Proposed Development. The habitats for which the SAC is designated do not occur within the Proposed Development and the qualifying bird species of the SPAs are highly unlikely to occur within the development area.
- 2.2.8. The Manchester Mosses SAC is 24km from the Proposed Development and there is no hydrological connectivity between the SAC and the Site. In general, due to distance, it is considered that there is no potential for construction or operational-based impacts upon the SAC in terms of pollution/spills, disturbance of contaminated land, recreational use, urbanisation, changes to hydrology, effects on water quality or disturbance such as lighting. Therefore, these elements and their potential for impacts on the Manchester Mosses SAC are not considered further in this report.
- 2.2.9. However, due to the requirement of Policy JP-C8 Transport Requirements of New Development in the Places for Everyone Development Plan (GMCA, 2024), and as stated: *“any schemes with transport assessments will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”* As such changes in traffic flows due to the Proposed Development have been considered within this assessment.
- 2.2.10. Traffic data has been supplied by Eddisons, who considered predicted traffic movements in relation to all the International Sites identified. Daily, return journey vehicle movements originating from the Proposed Development that will pass junction 11 of the M62, next to Manchester Mosses SAC/Holcroft Moss SSSI was assessed (see **Appendix A**). This data has been used to support the screening assessment for Manchester Mosses SAC. There will be no additional vehicle movements which pass the South Pennine Moors SAC and SPAs and these sites are therefore not considered further.
- 2.2.11. In terms of impact pathways during construction, the potential for spills of pollutants, mobilisation of contaminants, and likely spread of INNS there would be a reliance on hydrological connectivity or direct access between the Site and Rochdale Canal SAC, for an impact pathway to occur (other than possible airborne pollution). According to the geomorphology report (E3Pb, 2021) no such connectivity exists. A culvert runs under the Site however, the updated Flood Risk and Drainage report (Townsend Water and Engineering, 2024) states that surface water from the Site drains via the culvert and subsequently into Trub Brook.

- 2.2.12. In April 2024, Townsend Water and Engineering surveyed Trub Brook specifically to assess its connectivity to the canal (see Appendix B). The findings show that the channel connecting the canal and Trub Brook is an overflow channel from the canal into the River Trub (it is there as flooding control via an overflow weir system). The general watershed of the area was also considered, and it was noted during the survey that the canal is generally higher than the Site, such that water would flow towards the Site, rather than from Site towards the canal. It was concluded that there is no hydrological connectivity between the Site and canal (see **Appendix B**).
- 2.2.13. Rochdale Canal is located 150m east of the Site; given the canal is at a higher elevation than the Site and is likely to be lined is not considered to be in hydraulic continuity with the Site (e.g. aquifer/perched water table or surface water runoff). The culvert running beneath the Site is to be retained and will act as the surface water discharge point for the operational aspect of the Proposed Development (Townsend Water Engineering, 2024). This will not ultimately discharge into the Rochdale Canal.
- 2.2.14. Therefore, no pollutant linkages are considered to be present between the groundwater contamination identified at the Site and the SAC.
- 2.2.15. Furthermore, during construction the contaminated ground will be remediated as part of the construction process. This will include surface water management mitigation measures being adopted to ensure no risk to neighbouring watercourses (see E3P 2024a):
- Treatment of pumped water from excavations and discharge to local sewers (in accordance with the relevant permit);
 - Prevention of run-off to local drainage ditches (bund along length of ditches) in accordance with an appropriate surface water management plan; and
 - Ensure any stockpiles of excavated materials are located in central areas of the Site and banded to prevent any lateral runoff.
- 2.2.16. The remediation strategy would be considered uncontroversial and standard practice for a development scheme with contaminated land present and so for the purposes of this HRA is considered as embedded mitigation.
- 2.2.17. All remaining International Sites are scoped out as they are at a significant distance from the Proposed Development (all over 30km) with a lack of hydrological links and no other feasible impact pathways that could trigger LSE. Given the above information regarding the location of International Sites in relation to the Site, along with the size and scope of the Proposed Development, it is concluded that the only relevant International Sites requiring Screening are the Rochdale Canal SAC and Manchester Mosses SAC (Holcroft Moss SSSI – in respect of traffic flows/emissions only).

3 RELEVANT INTERNATIONAL SITES DESCRIPTIONS

3.1 ROCHDALE CANAL SAC

REASONS FOR DESIGNATION

- 3.1.1. The Rochdale Canal is designated as a SAC on the basis that it supports a significant population of the Annex II species floating water-plantain *Luronium natans*, which is the primary reason for site selection. It occurs in a botanically diverse water plant community which also holds a wide range of pondweeds *Potamogeton* spp within predominantly mesotrophic water.
- 3.1.2. Water supplied to the Rochdale Canal in part arises from the Pennines. This water is acidic and relatively low in nutrients, while water from other sources is mostly high in nutrients. The aquatic flora of the canal is thus indicative of a mesotrophic water quality (i.e. is moderately nutrient-rich) although there is evidence of some local enrichment. The population of floating water-plantain in the canal is representative of the formerly more widespread canal populations of north-west England.
- 3.1.3. Floating water-plantain occurs as two forms: in shallow water with floating oval leaves, and in deep water with submerged rosettes of narrow leaves. The plant thrives best in open situations with a moderate degree of disturbance, where the growth of emergent vegetation is held in check. Populations fluctuate greatly in size, often increasing when water levels drop to expose the bottom of the water body. Populations fluctuate from year to year and at many sites records have been infrequent, suggesting that only small populations occur, in some cases possibly as transitory colonists of the habitat. Populations tend to be more stable at natural sites than artificial ones, but approximately half of recent (post-1980) records are from canals and similar artificial habitats. Its habitat in rivers has been greatly reduced by channel-straightening, dredging and pollution, especially in lowland situations" (Natural England, 2018).

CONSERVATION OBJECTIVES AND ACTIVITIES WITH GREATEST EFFECT

- 3.1.4. The conservation objectives for the Rochdale Canal SAC are:
- 3.1.4.1 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;
- The extent and distribution of the habitats of qualifying species;
 - The structure and function of the habitats of qualifying species;
 - The supporting processes on which the habitats of qualifying species rely;
 - The populations of the qualifying species; and
 - The distribution of the qualifying species within the site.
- 3.1.5. Projects that risk affecting an International Site must demonstrate that they are in line with the conservation objectives for the site and are not leading to negative effects that will affect the favourable conservation status of the protected site.
- 3.1.6. The Habitats Directive provides interpretation of the meaning of 'favourable conservation status' within Article 1 parts a, e and i as below, this interpretation remains valid following Brexit:

'(a) conservation means a series of measures required to maintain or restore the natural habitats and the populations of species of wild fauna and flora at a favourable status as defined in (e) and (i);.....

(e) conservation status of a natural habitat means the sum of the influences acting on a natural habitat and its typical species that may affect its long-term natural distribution, structure and functions as well as the long-term survival of its typical species within the territory referred to in Article 2. The conservative status of a natural habitat will be taken as "favourable" when:

- *Its natural range and areas it covers within that range are stable or increasing, and*
- *The specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future;*
- *The conservation status of its typical species is favourable as defined in (i);*
- *(i) conservation status of a species means the sum of the influences acting on the species concerned that may affect the long-term distribution and abundance of its populations within the territory referred to in Article 2; The conservation status will be taken as "favourable" when:*
 - *Population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats,*
 - *The natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and*
 - *There is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis'.*

- 3.1.7. The latest SSSI condition assessment of the population of floating water-plantain (25/11/2010) gave the condition status as Unfavourable-Recovering.
- 3.1.8. The SAC Standard Data Form gives the two greatest negative effects on the conservation objectives of the SAC as being:
- H04: Air pollution and air-induced pollutants; and
 - J02: Human induced changes in hydraulic conditions.
- 3.1.9. The Site of the Proposed Development includes four IRZs running north to south across the Site, parallel with the Rochdale Canal SAC. Using the nearest two IRZs to the canal, the Proposed Development falls into the following planning proposal categories which require the LPA to consult NE on likely risks due to the Development:
- Infrastructure: Pipelines and underground cables, pylons and overhead cables;
 - Residential development of 50 units or more;
 - Air Pollution: Any development that could cause air pollution or dust, either in its construction or operation (including: industrial/commercial processes, livestock & poultry units, slurry lagoons & digestate stores, manure stores); and
 - Discharges. Any discharge of water or liquid waste that is discharged to ground (i.e. to seep away) or to surface water, such as a beck or stream.

3.2 MANCHESTER MOSSES SAC (HOLCROFT MOSS SSSI)

REASONS FOR DESIGNATION

- 3.2.1. Manchester Mosses SAC is a remnant of mire habitat that formerly covered a very large part of low-lying Greater Manchester, Merseyside, and southern Lancashire. Most of it has now been drained and converted to agriculture or lost to development. Several examples have survived as degraded raised bog, such as Risley Moss, Astley & Bedford Mosses, and Holcroft Moss on the Mersey floodplain.
- 3.2.2. Their surfaces are now elevated above surrounding land due to shrinkage of the surrounding tilled land, and all except Holcroft Moss have been cut for peat at some time in the past. While past drainage has produced dominant purple moor grass *Molinia caerulea*, bracken *Pteridium aquilinum* and birch *Betula* spp. scrub or woodland, wetter pockets have enabled peat-forming species to survive. Recent rehabilitation management on all three sites has caused these to spread.
- 3.2.3. Holcroft Moss is situated 9km north-east of Warrington on the south side of the M62 motorway and lies in the Triassic Plain of Greater Manchester and Cheshire. The moss occupies several small depressions in the Upper Terrace of the Mersey Valley and is an isolated remnant of the once extensive area of mossland formerly associated with this valley. Although historical information suggests that the majority of Holcroft Moss was cut for peat this portion is believed never to have been cut and is the only known unexploited area of raised bog remaining in Cheshire.
- 3.2.4. The surface vegetation of the moss is dominated by purple moor-grass with abundant heather *Calluna vulgaris*, cross-leaved heath *Erica tetralix* and cranberry *Vaccinium oxycoccus*. Wetter hollows support common cottongrass *Eriophorum angustifolium* and deergrass *Trichophorum germanicum*. Five species of bog moss have been recorded from these hollows, including *Sphagnum papillosum* and *S. tenellum*. The latter is of particular interest because it was formerly considered to be extinct in south Lancashire. Drier areas along the eastern and western margins are dominated by bracken. A strip of clay spoil associated with the M62 motorway, along the northern edge of the site, has been colonised by willow *Salix* sp. and birch *Betula* sp. An open area of calcareous grassland supports a large stand of spotted-orchid *Dactylorhiza* sp. and fragrant orchid *Gymnadenia conopsea*.

CONSERVATION OBJECTIVES AND ACTIVITIES WITH GREATEST EFFECT

- 3.2.5. Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:
- The extent and distribution of qualifying natural habitats
 - The structure and function (including typical species) of qualifying natural habitats, and,
 - The supporting processes on which qualifying natural habitats rely.
- 3.2.6. The latest SSSI condition assessment for Holcroft Moss SSSI (24/08/2021) described it as Unfavourable-Recovering. The condition assessment then goes on to say that “Overall, the targets on this site are moving in a positive direction, the bog is wetter overall, despite the period of hot, dry weather before the surveying. The site has improved since the last assessment in 2013. The target species have increased in extent but there are areas of the site which are less diverse but equally wet. The eastern side and centre of the site have not improved as expected, something may be

holding the positive change back here. This could be due to a number of reasons; the historic grazing on the moss, the proximity of this site to the M62, the thinner woodland on the east boundary or exposure to air pollution and Nitrogen deposition. There is a potential impact of air quality on the *Sphagnum* spp, for which further investigation is required. The dominance of *Molinia* could be an indication of enrichment; since the grazing regime has stopped it has been able to thrive and the thick thatch may shade out the *Sphagnum*. The northern most side of the bog surface is in a good condition due to the bund and artificial rand, and moves into W4 woodland. The woodland on this boundary is thicker and may shield the rest of the moss from the impacts of the motorway. The south-west area of the bog is furthest from the motorway and shows the greatest increase in *Sphagnum papillosum* cover. The north-west corner of the unit has an issue with birch regeneration and some clearance would benefit this area. As well as some inappropriate semi-mature trees in the south-west corner, these could be removed to benefit the bog unit. The gas pipeline and the area beyond is not in good condition due to the direct hydrological impact (drainage) and cannot feasibly be rewet. Observed on site were, bog bush crickets and common lizard. This indicates that the habitat feature is in a recovering condition and has a good trajectory due to restoration”.

- 3.2.7. The SAC Standard Data Form for Manchester Mosses SAC gives the two greatest negative effects on the conservation objectives of the SAC as being:
- H04: Air pollution and air-induced pollutants; and
 - J02: Human induced changes in hydraulic conditions.

4 IDENTIFICATION OF IMPACT PATHWAYS

- 4.1.1. The Proposed Development is located entirely outside the boundary of the Rochdale Canal SAC and will therefore not involve any direct land-take from, or fragmentation of, the designated site. A dual-track rail line separates the Site from the canal and represents a significant barrier to movement with no direct access from the Site to the canal present. Acknowledging the barrier between the Site and canal, as well as an absence of hydrological connectivity, alongside consideration of air quality impacts, the following impact pathways have been identified:

CONSTRUCTION WORKS

- 4.1.2. The following construction specific elements have been identified as potential pathways of impact:
- 4.1.3. Increased light spill and shading during construction works. Light spill may occur due to the requirement for lighting to enable the construction works and for security purposes. However, for Rochdale Canal SAC, the Proposed Development is approximately 150m from the designated site. According to the PfE HRA (GMEU, 2022) only developments within 100m of the Canal should be considered in terms of light spill and shading. In addition, there is the significant barrier of the railway line between the Site and the SAC, attenuating any construction effects from lighting. As a consequence of the distance of the Site from the SAC no LSE are predicted as a result of the Proposed Development.
- 4.1.4. Release of dust due to soil excavations, construction related activities and vehicle movements on Site. However, in terms of air quality impacts of dust generation, the Institute of Air Quality Management document in relation to dust (Holme, 2014), states that dust impacts require assessment when within 50m boundary of an ecological receptor. The Rochdale Canal is approximately 150m away from Site in relation to the impacts foreseen (materials removal and storage, vehicle movements, construction itself). In addition, embedded (uncontroversial and standard practice) mitigation such as dust suppression will be part of the Management Plans for the Proposed Development (as part of the Construction Environment Management Plan (CEMP, see **Appendix C**)), given the human receptors adjacent to the Site and along the local haul route.
- 4.1.5. Further, a full air quality assessment has been undertaken for the site and report Air Quality Assessment, Castleton Sidings, Rochdale, Redmore Environmental, April 2024 should be read in conjunction with this report.
- 4.1.6. The report stated that *“During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. These were assessed in accordance with the IAQM methodology. Assuming good practice dust control measures are implemented, the residual significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities was predicted to be not significant.”*
- 4.1.7. As a consequence of the distance of the Site from the SAC, and alongside the embedded mitigation, no LSE are predicted as a result of the Proposed Works.

INCREASE IN VEHICLE TRAFFIC (AIR QUALITY)

- 4.1.8. The Proposed Development will lead to an increase of vehicles accessing residential areas to the west of the railway and Rochdale Canal SAC for both construction and subsequently operation once the Proposed Development is built. The increase in vehicle volume may result in a reduction in air quality due to emissions. Increases in vehicle traffic could also affect International Sites at

considerable distances from the Proposed Development if main arterial routes leading to the Site pass close by any International Sites, which could also be affected by increased vehicle emissions.

RECREATION

- 4.1.9. Land adjacent to the Proposed Development may be subject to an increase in recreational activities, including pleasure boat use, recreational walkers and dog walkers utilising the tow paths along the banks of the canal (and thereby Rochdale Canal SAC) given its proximity. However, and as introduced in the previous HRA (Ascerta 2023b), other local sites such as Hopwood Woodlands Local Nature Reserve (LNR), approximately 1.3km south, Meadow By Heywood Cemetery Site of Biological Importance (SBI), 1.8km north-west, Glade & Oaken Bank Woods SBI, 1.6km south, Hopwood Clough SBI, 1.3km south, Lords Wood SBI, 1.7km south; and A627M By Tandle Hill SBI, 1.5km east lie within the vicinity of the proposals and are also likely to share the increased recreational impact that the proposals will produce.

URBANISATION

- 4.1.10. Urbanisation impacts such as increases in impermeable surfaces, leading to increased rainwater run-off into the Rochdale Canal SAC, which may contain contaminants are ruled out due to lack of hydrological connectivity. Other problems associated with urbanisation include greater risk of pollution entering the Rochdale Canal and greater risk of INNS being caused to spread within the riparian and adjacent environment. However, these elements are ruled out due to lack of direct connectivity from the Site to the SAC.

4.2 ZONES OF INFLUENCE OF IMPACT PATHWAYS

- 4.2.1. The maximum Zones of Influence (Zoi) of the identified impact pathways are as follows:

INCREASE IN VEHICLE TRAFFIC

- 4.2.2. Increases in vehicle traffic can potentially affect International Sites up to 30km away from the Proposed Development if it causes an increase in vehicle numbers passing an International Site located close to a main arterial route leading to the Proposed Development.

RECREATION

- 4.2.3. The Places for Everyone HRA (GMEU, 2021) used a distance of 7km as the threshold distance at which development within allocated areas could result in impacts upon International Sites. This same distance is used within this HRA.

AIR QUALITY

- 4.2.4. The zone of influence whereby air quality effects are felt due to construction and operation of the Proposed Development will vary according to type of emissions, prevailing wind direction and other factors so a distance is hard to quantify. Effects resulting from construction phase dust and construction plant emissions and predicted air quality impacts are fully considered within the Air Quality Assessment (Redmore Environmental, 2024) report.

5 HABITATS REGULATIONS ASSESSMENT - SCREENING

5.1 OVERVIEW

- 5.1.1. This section of the report sets out the findings of the HRA Screening. Likely Significant Effects (LSE) (or the absence of them) are considered in light of the impact pathways and their zones of influence, as set out in **Section 2.2** and **4.2** of this report. Consideration is also given to the ecology of the qualifying features of the SACs and how the identified impacts may therefore affect them. Where potential effects are identified, these are considered against the Conservation Objectives and Supplementary Advice on Conservation Objectives for the relevant qualifying feature(s).

5.2 INITIAL SCREENING FOR LSE - PROPOSED SCHEME ALONE

- 5.2.1. **Section 5.2** of this report considers whether the impact pathways identified above in **Section 2** could lead to Likely Significant Effects to the Rochdale Canal SAC or Manchester Mosses SAC (the latter in terms of increases in traffic flow only). No conceivable impact pathways to any other International Sites have been identified. **Table 5-1** considers the impacts and effects of the Proposed Development alone, i.e. without consideration of combined effects with other plans and projects.

Table 5-1 - High Level Initial Screening for LSE (Proposed Scheme Alone)

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion or being ruled out
Construction Phase		
Increased vehicle emissions during construction.	N	<i>Rochdale Canal SAC:</i> Increase in air pollution along adjacent sections of Rochdale Canal SAC due to increased emissions due to construction machinery. This will only be a localised temporary effect during construction. In accordance with both the Design Manual for Roads and Bridges (DMRB - Highways England, 2011) and Chartered Institute for Ecology and Environmental Management (CIEEM, 2023), in relation to changes in traffic flow, further assessment to determine whether significant air quality effects are likely to occur is recommended where daily traffic flows change by 1,000 vehicles, or more, as measured in Annual Average Daily Traffic (AADT), or 200 HGVs or more (again measured in AADT). Given the extent of the Project, there will be limited increases in traffic during construction. Modelling has predicted construction is likely to result in no more than 15 lorries a day over short periods for works such as material removal and deliveries. No significant changes in pollutant concentrations as a result of construction traffic are anticipated. No LSE are anticipated upon the qualifying feature of Rochdale Canal SAC. A full air quality assessment has been undertaken for the Site and reported in Ecological Air Quality Assessment, Castleton Sidings, Rochdale, Redmore Environmental, April 2024. The conclusions of the report are as reported above (see Dust Generation) <i>Manchester Mosses SAC:</i> No LSE are anticipated upon the qualifying features of Manchester Mosses SAC (degraded raised bogs) due to limited increase in

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion or being ruled out
		vehicles/traffic flow in association with the Proposed Development (see Rochdale Canal detail above).
Post-construction Phase		
Increased recreational activities along the Rochdale Canal SAC.	N	<i>Rochdale Canal SAC:</i> Due to the addition of 191 new houses in the area an increase in the number of people undertaking recreational activities along the canal may occur (e.g. dog walking). The Rochdale Canal SAC can be adversely affected by recreational activities such as dog walking with impacts to soil nutrients from potential dog fouling. Eutrophication of the soil will allow higher nutrient levels to leach into the canal through the soil, thereby affecting water quality. Other activities such as walking, running, and cycling can lead to soil compaction and erosion, with the possibility of eroded material washing into the canal, causing clouding of the water and sedimentation. Increased activity may also occur within the canal, with the use of small boats and people swimming in the watercourse. This could potentially damage populations of floating water-plantain through the increased use of boats. However, the Places for Everyone HRA (GMEU, 2022) stated the following in terms of recreational disturbance for the Places for Everyone scheme as a whole: <i>The Rochdale Canal SAC is closely monitored by the Canal and River Trust and there is a visitor management strategy in place for the Canal. Boat movements are monitored and controlled and there is a threshold of boat movements above which it is considered that harm may be caused to Luronium natans.</i> <i>This threshold has not been reached since monitoring began when the Canal reopened following restoration in 2002. The Trust is able to limit boat movements at levels below the threshold. However, this safeguarding mechanism is not in the control of the Plan being Assessed. It is therefore recommended that further mitigation for this impact is included in the Plan.</i> <i>Recommendation – developments of more than 50 housing units within the following allocations in the Plan should be required to carry to site-level HRA, to include assessment of the potential for increased recreational disturbance on the Canal.</i> <i>Allocations –</i> • Stakehill <i>Since the control of boat movements on the Canal is a straightforward mitigation measure, for recreational disturbance it is concluded that providing the above recommendation is accepted and incorporated into the Plan, no likely significant effects from this source will arise.</i> In the light of the above information, Castleton Sidings was not identified as an allocation that could create a recreational disturbance as a potential impact pathway (Places for Everyone HRA). In addition, there is a barrier created by the rail line to direct access to the canal bank. Given the scale of the Proposed Development, alongside the

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion or being ruled out
		consideration of the nature of the water-isolated qualifying feature of the SAC, it is a reasonable assumption to conclude that no LSE are predicted to occur from recreational use of the towpaths adjacent to the canal as a result of the proposed development at Castleton Sidings. As such, no LSE are anticipated upon the SAC.
Reduction in air quality (increase in pollutants) due to increased vehicle movements within the proposed housing development.	N	<i>Rochdale Canal SAC:</i> Air pollution, particularly associated with increased vehicular traffic, has been identified as a direct threat to biodiversity. Pollution created during construction can significantly contribute to air pollution and can carry for large distances. Consideration is given to annual average airborne concentrations of oxides of nitrogen (NOx) and ammonia (NH₃), as well as annual deposition of nutrient nitrogen and acid. Natural England has previously advised the effects of vehicular atmospheric emissions should be considered if roads are within 200m of an International site. In accordance with both the Design Manual for Roads and Bridges (DMRB - Highways England, 2011) and Chartered Institute for Ecology and Environmental Management (CIEEM, 2023), in relation to changes in traffic flow, further assessment to determine whether significant air quality effects are likely to occur is recommended where daily traffic flows change by 1,000 vehicles, or more, as measured in Annual Average Daily Traffic (AADT), or 200 HGVs or more (again measured in AADT). On 08/04/2024 Eddisons provided daily development traffic flow distribution data, detailing cars passing close to each of the International sites. (see Appendix A). The figures show the fastest route from the development site to each of the Middle Super Output Areas (MSOA's) which attract commuter trips from the vicinity of the proposed development site. These routes have been plotted using Google Drivetime mapping software, which uses mobile phone data to identify the fastest, most used routes between specified origin and destination locations. The destinations in this case are the centroids of the respective MSOA areas. National Census Journey to Work (JtW) by mode of travel data for the MSOA in which the development is located, has been used to calculate the percentage of development trips made by car/van along each of the four identified routes. Each of the five International Sites identified in Table 2-1 have then been plotted on the journey to work routes, to identify whether the development traffic travelling to each destination MSOA, passes through or into any of the identified receptor areas. As shown in the diagrams, only the development traffic passing along Manchester Road and Queensway, was identified as crossing the Rochdale Canal SAC/SSSI. Consequently, the percentage of development traffic along these routes is identified and shown in the table in Appendix A. The identified percentages of traffic have then been applied to the daily development traffic generation to identify the number of 2-way vehicle trips to each MSOA, crossing the Rochdale Canal SAC/SSSI. Finally, the total number of daily two-way trips have trips passing over the

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion or being ruled out
		Rochdale Canal SAC/SSSI have been derived as shown at the bottom of the table in Appendix A. The traffic assessment calculated that there would be an increase in daily traffic of 523 vehicles passing the SAC. This is below the threshold outlined above. In addition, a full air quality assessment has been undertaken for the site and report Ecological Air Quality Assessment, Castleton Sidings, Rochdale, Redmore Environmental, April 2024 should be read in conjunction with this report. The report stated that <i>“the proposed development is not predicted to increase the AADT flow on any road link in the vicinity of the SAC by more than 1,000. As such, likely significant effects from the development alone can be ruled out and a Stage 2 Assessment (in-combination) was necessary”</i> (see below for in-combination). No LSE foreseen on the qualifying interest of Rochdale Canal SAC.
Reduction in air quality (increase in pollutants) due to increased vehicle movements past junction 11 of the M62, adjacent to Manchester Mosses SAC - Holcroft Moss SSSI.	N	<i>Manchester Mosses SAC - Holcroft Moss SSSI/Policy JP-C7: Transport Requirements of New Development (within Places for Everyone, GMEU, 2021) states that:</i> <i>“Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss the Manchester Mosses SAC of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan.”</i> On 08/04/2024 Eddisons provided daily development traffic flow distribution data, detailing cars passing close to each of the International Sites, including Manchester Mosses SAC/Holcroft Moss SSSI (see Appendix A). The methodology described in the previous row (Rochdale Canal SAC and traffic flows) was used for all International Sites considered. Eddisons findings stated that <i>“The analysis and associated figures clearly demonstrate that none of the traffic due to the development is forecast to pass through M62 Junction 11 at Birchwood”</i> and therefore in the vicinity of Holcroft Moss SSSI. As such, no LSE are foreseen on the qualifying interest of Manchester Mosses SAC.

5.3 INITIAL SCREENING FOR LSE - PROPOSED SCHEME IN-COMBINATION

- 5.3.1. Recent responses from the Canal & River Trust (CRT) (15/01/2024) and NE (19/02/2024) highlighted the requirement for an in-combination assessment of any LSE, taking into account any other development in the proximity of Rochdale Canal SAC. **Table 5-2** below shows the locations, distance from Proposed Development and descriptions of other developments within 5km of Castleton Sidings.

Table 5-2 - Other Proposed Developments within 5km of Castleton Sidings

Distance and Direction from Full Application	Development Address	Planning App ref.	Description	Status (March 2024) and Appraisal
0.85km south-east	Land At Stakehill Lane, Middleton	22/01417/SCO	Request for a scoping opinion in relation to a proposed hybrid planning application for the development of up to 1500 dwellings, with new local centre, green infrastructure, ecological enhancements, SuDs, play areas, new pedestrian and cycle routes and associated access	EIA Scoping Opinion sought, Oct 2022. Outcome decision EIA required. Taken forward as planning application 23/00650/HYBR.
0.73km east	Land South of Cowm Top Lane, Castleton Rochdale	22/01190/FU	Residential development comprising 495 dwellings with associated access, car parking, landscaping and infrastructure	Awaiting decision.
0.85km south-east	Land At Stakehill, Off Rochdale Road, Middleton	23/00650/HYBR (connected to land associated with scoping opinion application 22/01417 - see above)	Full Planning permission for the erection of residential development of 233 dwellings (Use Class C3) with associated landscaping, means of access, drainage, and other necessary supporting infrastructure. Outline planning permission with access (all other matters reserved) for residential development of up to 1147 dwellings (Use Class C3), mixed-use development, land for primary school extension, local centre and MUGA, landscaping,	Awaiting decision. EIA and likely HRA required for the development, but no documents found on planning portal.

Distance and Direction from Full Application	Development Address	Planning App ref.	Description	Status (March 2024) and Appraisal
			and supporting infrastructure.	
3.68km north	Spodden Park Ltd Former (Turner Brothers) TBA Industrial Products Ltd Rooley Moor Road Rochdale OL12 7DQ	22/00487/SO	Screening Opinion for the demolition of existing buildings and structures at the former Turner Brothers Factory under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)	Unknown Status. EIA Scoping Report April 2022, decision EIA required.
Adjacent to Site boundary	Castle Hawk Golf Club Chadwick Lane Heywood OL11 3BY	23/00785/SO	Improvement of existing golf facility	Unknown Status. EIA Screening Opinion October 2023, decision EIA not required.
1.72km south-west	Newhouse Academy High School, Newhouse Road Heywood, OL10 2NT	22/01184/SO	Screening opinion in respect of proposed construction of two storey school building, with lobby and toilet facilities, together with associated refurbishment of existing plant, water tank and substation block, and associated landscape works, following demolition of existing main school building	EIA Screening Opinion September 2022, decision, EIA not required.
3.33km south-west	Plot 3, Land at South Heywood, Rochdale	22/01102/SO	Screening opinion in relation to the development of a 40,000m ² warehouse unit including access	Unknown Status. EIA Screening Report August 2022, decision EIA not required
1.82km south-west	Heywood Stores, Manchester Road, Heywood OL10 2QR	22/01341/SO	Request for Screening Opinion in respect of redevelopment of the site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards,	Unknown Status. EIA Screening Report June 2022, decision EIA not required

Distance and Direction from Full Application	Development Address	Planning App ref.	Description	Status (March 2024) and Appraisal
			parking, landscaping and associated works	
3.67km west	Plot M400 Heywood Distribution Park, Pilsworth Road Heywood, OL10 2TS	22/00651/SO	Request for EIA screening opinion in relation to the proposed erection of a Use Class B8 warehouse with ancillary officer (CFC), a Technical Service Building (TSB), a vehicle maintenance unit (VMU), parking bays, vehicle docks, refuelling facilities, staff shop and other ancillary structures	Unknown Status. Scoping Opinion: EIA Screening Report June 2022, decision EIA not required
300m south-east	Trub Farm Manchester Road Castleton North Rochdale OL11 2XG	22/00143/SO	Request for screening opinion in relation a proposed residential development of up to 173 dwellings with associated access, parking, landscaping, open space and play facilities	Unknown status. EIA Screening Report February 2022, decision EIA not required; HRA recommended.
4.30km south	Warwick Mill Oldham Road Middleton M24 1AZ	22/00104/SO	Request for EIA Screening Opinion in relation to the proposed demolition of London House, residential development of up to 285 dwellings and up to 6,500 square metres of floorspace with associated car parking, new vehicular and pedestrian access, public realm, landscaping and associated works	Unknown Status. EIA Screening Report January 2022, decision EIA not required
2.56km northeast	Rochdale Station Square Rochdale OL11 1DR	22/01551/FUL	Public realm works including: new public square; relocation of taxi rank and car parking spaces; and associated works.	Awaiting decision, Ecology Survey and Assessment mentions Appropriate Assessment may be necessary due to Rochdale Canal
3.52km west	Plots M400 And M5 Heywood Distribution Park Moss Hall	22/00662/FUL	Engineering works including demolition of depot building (plot M5), breaking up of existing hardstanding, removal of existing services including	Granted subject to conditions. EIA identified no residual effects on designated sites

Distance and Direction from Full Application	Development Address	Planning App ref.	Description	Status (March 2024) and Appraisal
	Road Heywood OL10 2TR		lighting columns, ground remediation, earthworks to provide levelled site and off-site drainage.	

- 5.3.2. Several of the developments are significant in size, with three of the most significant proposals being:
- the development at Stakehill Lane, Middleton, (22/01417/SCO and 23/00650/HYBR) which is located 0.85km south-east of Site and is proposed for 1,400 dwellings;
 - the development south of Cowm Top Lane (22/01190/FU) for 495 dwellings and also located 0.85km south-east of the Site; and
 - the development at Trub Farm, Manchester Road, Castleton, (22/00143/SO) located 300m south-east of the Site and earmarked for 173 dwellings.
- 5.3.3. These developments could result in the construction of over 2,000 new houses near to the Rochdale Canal SAC and the Castleton Sidings Proposed Development.
- 5.3.4. Potential LSEs when taking into account the in-combination effects of other developments are shown in **Table 5-3** below. The same impact pathways considered in the 'alone' assessment are used where they were screened out (hence do not go forward to AA). Where impact pathways 'alone' are screened in for AA these will be considered in-combination at the AA stage.

Table 5-3 – High Level Initial Screening for LSE (Proposed Scheme in-combination)

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion
Construction Phase		
Increased vehicle emissions during construction.	N	No in-combination LSE on the qualifying interest of the Rochdale Canal SAC (floating water-plantain) are foreseen due to limited increases in construction traffic in terms of thresholds (DMRB, 2014 and CIEEM, 2023). If the key three local large housing schemes progress it is considered unlikely that the 200 lorry movements a day threshold would be exceeded. It is assumed that the different schemes and associated construction is likely to be spread over extended timescales with not all developments progressing at once. In addition, these are only temporary impact. No in-combination LSE on the qualifying interest of the Manchester Mosses SAC (degraded raised bogs) are foreseen due to scale of developments and given the distance from the Site to the SAC. Traffic analysis cannot model this on this scale, and it is considered reasonable and practicable to assume that it is unlikely that construction traffic would access the Site or other local developments via the M62 in the location of the SAC (Eddisons Personal comms).

Impact Pathway	LSE (Y/N)	Rationale for LSE Inclusion
Post-construction Phase		
Increased recreational activities along the Rochdale Canal SAC.	N	As discussed in the alone assessment, the key element that could cause an impact pathway was increased pleasure boat use. In addition, the strategic HRA for Places for Everyone (GMEU, 2022), noted that only allocation required to undertake HRA for recreational disturbance was 'Stakehill'. The addition of the Castleton Sidings development is therefore not considered to be large enough to cause further LSE in-combination with other developments (notably Stakehill Lane, see Table 4-2). Therefore, no LSE are foreseen on the qualifying interest of the Rochdale Canal SAC (floating water-plantain) in-combination with other schemes.
Rochdale Canal: Reduction in air quality (increase in pollutants) due to increased vehicle movements within the proposed Castleton Sidings housing development.	Y	The Ecological Air Quality Assessment (Redmore, 2024) discussed that it was predicted that more than 1,000 AADT would be likely given the consideration of in-combination effects as follows: <i>"the proposed development, in-combination with other plans and projects, is predicted to increase AADT flows on Manchester Road by more than 1,000 over 2019 levels by 2025. As such, in-combination effects cannot be screened as not significant. Dispersion modelling was therefore undertaken in order to quantify changes in pollution levels at discrete receptor locations and provide data to support the HRA."</i> Potential for LSE on the qualifying interest of the Rochdale Canal SAC (floating water-plantain) assumed in-combination due to nearly 2000 extra dwellings built within 300m of Rochdale Canal SAC.
Manchester Mosses: Reduction in air quality (increase in pollutants) due to increased vehicle movements past junction 11 of the M62, adjacent to Holcroft Moss SSSI.	N	As noted in the alone assessment (Table 5-1) and as described in Appendix A: <i>"The analysis and associated figures clearly demonstrate that none of the traffic due to the development is forecast to pass through M62 Junction 11 at Birchwood"</i> and therefore in the vicinity of Holcroft Moss SSSI. As such, and due to the Proposed Development not contributing to any traffic passing Holcroft Moss SSSI in-combination with other schemes, no LSE are foreseen on the qualifying interest of Manchester Mosses SAC (degraded raised bogs).

6 INFORMATION TO INFORM AN APPROPRIATE ASSESSMENT

6.1 OVERVIEW

- 6.1.1. This Section of the Report provides information to inform an appropriate assessment as per Regulation 63 of the Habitats Regulations, should the LPA deem such an assessment is required in their role as Competent Authority.
- 6.1.2. Information to inform an Appropriate Assessment (AA) is provided in the form of a 'Shadow AA'. The conclusions of the Shadow AA are advisory only. It is the responsibility of LPA as the Competent Authority, to undertake the AA, on review of all available information in consultation with Natural England, the statutory nature conservation organisation for England.
- 6.1.3. The 'appropriate assessment' information presented here considers the LSE identified at the HRA screening stage in more detail. For each of the identified impact pathways leading to LSE, an assessment is made as to whether they would result in adverse effects on the integrity of the relevant International Site.
- 6.1.4. The assessment as to whether adverse effects on integrity would arise is made with consideration to mitigation measures that may be applied to avoid, reduce, or mitigate effects of the Proposed Scheme. Such measures, where they are developed to address effects on International Sites, may only be considered at the appropriate assessment stage. This follows the 'People Over Wind' ruling (People Over Wind, Peter Sweetman v Coillte Teoranta, 2018). The judgement determined that mitigation measures designed to address effects on International Sites, that were not integral to delivery of the Proposed Scheme, should not be considered at the HRA screening stage, as these measures should be considered at the appropriate assessment stage.
- 6.1.5. LSE were identified due to the project both alone or when in-combination with other schemes.
- 6.1.6. In summary, potential adverse effects on site integrity may arise due to the Proposed Development alone as follows:
- Increased vehicle emissions due the operation of the Proposed Development in relation to Rochdale Canal SAC.
- 6.1.7. **Table 6-1** summarises the impact pathways that were identified as potential for adverse effects on site integrity alone and whether this would also be likely in-combination with other schemes.

Table 6-1 - Potential for adverse effects on site integrity both alone and in-combination

Impact Pathway alone	In-combination effects (Y/N)	Rationale for Inclusion
Post-Construction Phase		
Rochdale Canal: Reduction in air quality (increase in pollutants) due to increased vehicle movements within the proposed Castleton Sidings housing development.	Y	Due to over 2,000 proposed houses across three other schemes local to the Site and the Rochdale Canal. Adverse effects on site integrity cannot be ruled out in-combination with other developments.

6.2 POTENTIAL FOR ADVERSE EFFECTS ON SITE INTEGRITY PRE-MITIGATION

POST CONSTRUCTION PHASE

Reduction in air quality due to increased vehicle movements within the proposed Castleton Sidings development on Rochdale Canal SAC.

- 6.2.1. A full ecological air quality assessment has been undertaken for the Site and no LSE due to this impact pathway was identified when assessed alone. When assessed in-combination, however, the potential for adverse effects on site integrity were identified due to the uncertainty of the results of an assessment which would include emissions caused by travel to and from another approximate 2,000 dwellings located near to the Rochdale Canal SAC.
- 6.2.2. The Ecological Air Quality Assessment (Redmore, 2024) considered the Proposed Development in-combination (Stage 2 assessment) with other schemes given the potential effects of increased traffic emissions. The assessment considered potential increases of oxides of nitrogen (NO_x) and ammonia (NH₃), as well as annual deposition of nutrient nitrogen and acid.
- 6.2.3. Baseline readings were taken from eight monitoring points around the area of likely increased traffic flow passing over the canal. Critical levels and loads were based on guidance from the Air Pollution Information Service (APIS) website (www.apis.ac.uk).
- 6.2.4. Critical levels used for NO_x was 30 µg/m³ and for NH₃ was 3 µg/m³. The results of the dispersion modelling assessment indicated that predicted in-combination annual mean concentrations of NO_x and NH₃ were below the relevant critical levels at all receptors for the future year scenarios. As such, the potential for in-combination adverse effects on site integrity can be ruled out.
- 6.2.5. In terms of deposition, a critical load for floating water-plantain was not known for the Rochdale Canal community, as the APIS critical load is based on the habitat type 'softwater oligotrophic or dystrophic lakes'. As such, the change in nitrogen deposition was predicted and considered in the context of baseline levels (triggered on exceedance of the 1% baseline level), the affected areas and potential sensitivity of the designated feature.
- 6.2.6. At four of the eight monitoring locations the 1% baseline threshold was exceeded for nitrogen deposition when considered in-combination with other schemes. Whilst the exceedance was only slightly above the 1% threshold at each location (highest was 1.36%). In theory the exceedances may impact the Conservation Objectives for the qualifying feature and subsequently cause an adverse effect on site integrity.
- 6.2.7. An air quality HRA study was carried to inform the Places for Everyone Plan (Appendix 2: Ricardo Energy and Environment, 2022), which informed the Places for Everyone HRA. As with this assessment, NO_x and NH₃ were ruled out in terms of adverse effects on site integrity, but adverse effects of nitrogen deposition similarly could not be ruled out.
- 6.2.8. In discussion of nitrogen deposition, the Places for Everyone HRA considered the ecology of floating water-plantain and the fact the Rochdale Canal SAC has more mesotrophic water (rather than the upland nutrient poor lakes where the species is also found). In light of this the GMEU notes: *"Luronium natans is known to be susceptible to nutrient enrichment from water-borne pollution, probably because increased nutrient enrichment favours other plant species resulting in increased competition rather than because the plant is directly harmed by the increased pollution levels,*

although limited research has been carried out on this subject. It seems likely that the Canal waters are phosphate-limited rather than nitrogen-limited, as are most lowland freshwater bodies. This means that to control eutrophication it is more important to control phosphate inputs (which come from agriculture but not atmosphere) rather than nitrogen inputs”.

- 6.2.9. Further considerations were given regarding the critical load exceedance, stating “ *critical load should not be considered as applicable to waters such as the Rochdale Canal SAC which does have significant human inputs. Furthermore, as the preceding sections above show, L. natans appears to have a very wide tolerance of nutrient levels, which reinforces the lack of any relevant critical load given in APIS*” (Places for Everyone, Appendix 2: Ricardo Energy and Environment, 2022 and references therein).
- 6.2.10. Expert opinion garnered for the Places for Everyone HRA suggests that threats to Conservation Objectives are more likely related to indirect effects, notably competition from other species such as New Zealand pygmyweed.
- 6.2.11. Consequently, the Places for Everyone HRA concluded that “... *in the light of expert advice, increased traffic movements in the vicinity of the Canal will not have a harmful effect on the special interest of the Canal - that is, no adverse effect on the integrity of this site will arise*”.
- 6.2.12. Further, the air quality assessment for the Places for Everyone HRA (in Appendix 2) states that “...*no critical load for nitrogen deposition should apply at this site. Consequently, the forecast increases in nitrogen deposition above the screening threshold at this site due to the Places for Everyone plan will not undermine the ability of the work which is under way to achieve the site’s conservation objectives..*” And “*On this basis, it is concluded that any increase in nitrogen deposition above the screening thresholds at this site will not have any adverse effect on the measures currently being implemented to achieve the site’s conservation objective.*”
- 6.2.13. The measures being implemented include The Places for Everyone Plan to improve air quality and specifically Policy JP-S5. In addition, the Places for Everyone HRA (GMEU, 2022) confirmed that measures to maintain the status of Rochdale Canal SAC are being carried out as follows: ‘*Natural England has advised that measures to maintain the status of Rochdale Canal SAC are being carried out. This is confirmed in Natural England’s Supplementary Advice document, which notes that the target for this site is to “maintain the distribution and continuity of the feature and its supporting habitat.” Measures to achieve this include “ensure the supporting water bodies are sufficiently free of other competing vegetation to allow space for this early successional species to thrive.”*’.
- 6.2.14. In the light of this evidence, the slight threshold exceedances of nitrogen deposition shown for the Proposed Development in-combination with other schemes is considered *de minimis* and no adverse effect on the integrity the Rochdale Canal SAC is foreseen.

6.3 MITIGATION MEASURES

No mitigation measures are required.

6.4 POTENTIAL FOR ADVERSE EFFECTS ON INTEGRITY POST-MITIGATION

- 6.4.1. There will be no potential for adverse effects on the integrity of the International Sites and there was no requirement for the application of mitigation measures.

6.5 CONCLUSIONS

- 6.5.1. The HRA screening presented potential impacts that could cause adverse effects on site integrity for habitats and species of the Rochdale Canal SAC that required further assessment.
- 6.5.2. The Stage 2 Appropriate Assessment ruled out LSE post mitigation in relation to:
 - Potential increases in nitrogen deposition due to in-combination traffic emissions may impact the Conservation Objectives of the SAC. However, in the light of expert evidence and only the slight threshold exceedances of nitrogen deposition shown for the Proposed Development in-combination with other schemes it is considered that no adverse effect on the integrity the Rochdale Canal SAC would occur.
- 6.5.3. Therefore, it has been concluded that no adverse effects on the integrity of the qualifying interests of the International Sites considered and the HRA can be concluded at the end of the current stage, Appropriate Assessment.

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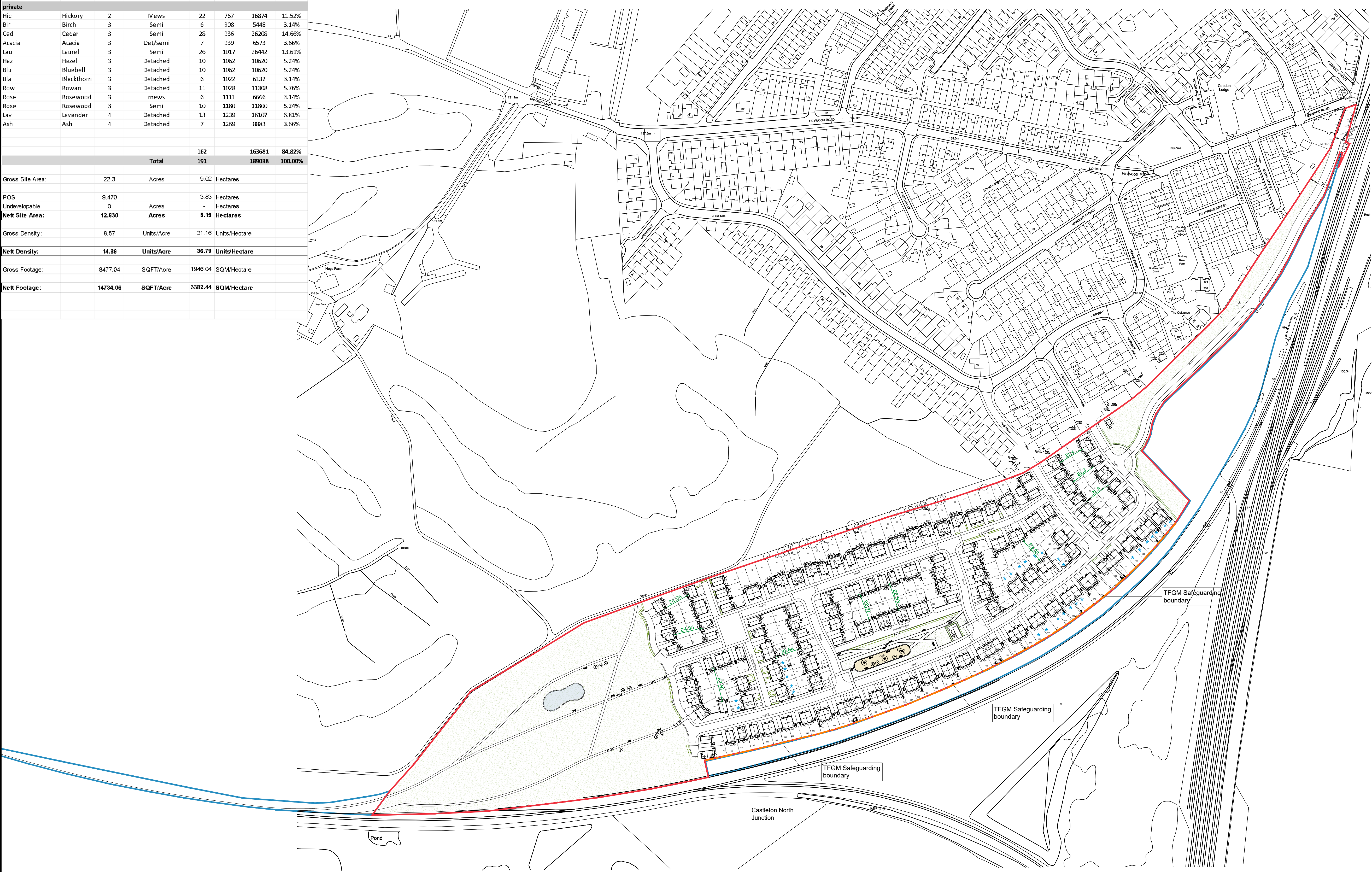
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8 FIGURES

FIGURE 1 - SITE LOCATION PLAN.

FIGURE 2 - DESIGNATED SITES.

Accommodation Schedule							
Castleton Sidings							
K H KELLEN HOMES							
House Type	Bed No.	Type	No.	Sqft	Total Sqft	Split	
Affordables							
Hic	Hickory	2	Mews	7	757	5369	3.66%
Gar	Garth	3	Semi	18	908	16344	9.42%
Gorm	Gorm	3	Semi	4	911	3644	2.09%
				29	25357	15.18%	
Private							
Hic	Hickory	2	Mews	22	757	16874	11.52%
Bir	Birch	3	Semi	6	908	5448	3.14%
Ced	Cedar	3	Semi	28	936	26208	14.66%
Acacia	Acacia	3	Det/semi	7	939	6573	3.66%
Lau	Laurel	3	Semi	26	1017	26442	13.61%
Haz	Hazel	3	Detached	10	1062	10620	5.24%
Blu	Bluebell	3	Detached	10	1062	10620	5.24%
Bla	Blackthorn	3	Detached	6	1022	6132	3.14%
Row	Rowan	3	Detached	11	1028	11308	5.76%
Rose	Rosewood	3	mews	6	1111	6666	3.14%
Rose	Rosewood	3	Semi	10	1180	11800	5.24%
Lav	Lavender	4	Detached	13	1239	16107	6.81%
Ash	Ash	4	Detached	7	1269	8883	3.66%
				162	163681	84.82%	
Total				191	189038	100.00%	
Gross Site Area	22.3	Acres	9.02	Hectares			
POS	9.470		3.83	Hectares			
Undevelopable	0	Acres	-	Hectares			
Nett Site Area:	12.830	Acres	5.19	Hectares			
Gross Density:	8.67	Units/Acre	21.16	Units/Hectare			
Nett Density:	14.89	Units/Acre	36.79	Units/Hectare			
Gross Footage	8477.04	SQFT/Acre	1946.04	SQM/Hectare			
Nett Footage:	14734.06	SQFT/Acre	3382.44	SQM/Hectare			



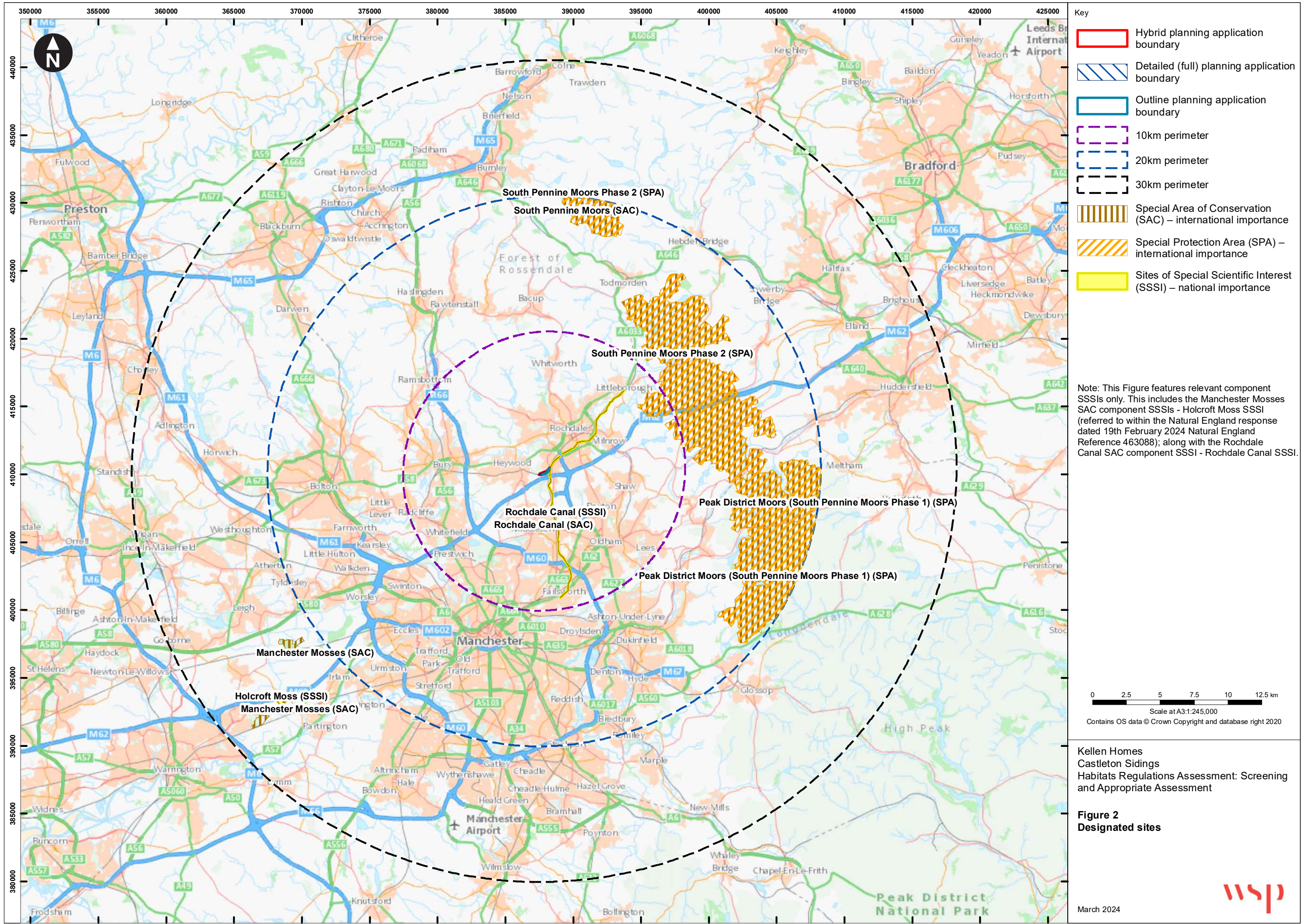
- Legend**
- Indicates 1.8m high feature fence
 - Indicates 1.8m high plot divisional screen fence.
 - Indicates proposed tree planting subject to a landscape design and specification.
 - Indicates bin collection points.
 - Indicates principle entrance door to dwelling.
 - Indicates secondary entrance door to dwelling.
 - Indicates full application site boundary.
 - Indicates land within the Applicants Control.
 - Indicates affordable units
 - Indicates substation
 - Indicates pumping station
 - Indicates 2.7m acoustic fence

Rev	Date	Amend	Initials
D	20.03.24	Pump Station relocated. Outline boundary amended	MAW
C	06.03.24	Garth om unit amended to birch, hornbeam substituted for Lavender, sales area relocation.	bp
B	05.02.24	2.8m acoustic fence added	bp
A	30.10.23	Amended entrance road from heywood road	BP

Development	
CASTLETON SIDINGS	
Location	
ROCHDALE	
Drawing Title	
CAD Site Layout - Composite	
Job Number	Drawing Number
KH003	KH003-A-100
Revision	Scale
D	NTS @A1
Drawn By	Date
BP	13.01.22
Checked by	Date Checked
RC	-

1st Floor, 103 Dalton Avenue, Birchwood Park,
Warrington WA3 6YE
T: 01925 363108 W: www.kellenhomes.com





Appendix A

TRAFFIC FLOW INFORMATION
UPDATE FROM EDDISONS FOR
INTERNATIONAL SITES



From: Lee Worthington <Lee.Worthington@eddisons.com>
Sent: 09 April 2024 15:31
To: Welch, Victoria
Cc: Phil Wooliscroft; Hanson, Paul; Hampton, Mark; Field, Susan
Subject: RE: Castleton - HRA queries

Vicki,

The figures show the fastest route from the development site to each of the Middle Super Output Areas (MSOA's) which attract commuter trips from the vicinity of the proposed development site. These routes have been plotted using Google Drivetime mapping software, which uses mobile phone data to identify the fastest, most used routes between specified origin and destination locations. The destinations in this case are the centroids of the respective MSOA areas.

National Census Journey to Work (JtW) by mode of travel data for the MSOA in which the development is located, has been used to calculate the percentage of development trips made by car/van along each of the four identified routes. Each of the six listed SSSI.SAC/SPA areas have then been plotted on the journey to work routes, to identify whether the development traffic travelling to each destination MSOA, passes through or into any of the identified receptor areas. As shown in the diagrams, only the development traffic passing along Manchester Road and Queensway, was identified as crossing the Rochdale Canal SAC/SSSI. Consequently, the percentage of development traffic along these routes is identified and shown in the table.

The identified percentages of traffic have then been applied to the daily development traffic generation to identify the number of 2-way vehicle trips to each MSOA, crossing the Rochdale Canal SAC/SSSI. Finally, the total number of daily two-way trips have trips passing over the Rochdale Canal SAC/SSSI have been derived as shown at the bottom of the table.

The analysis and associated figures clearly demonstrate that none of the development traffic is forecast to pass through M62 Junction 11 at Birchwood.

Regards

Lee Worthington
Principal Consultant



D. 0161 837 7383
340 Deansgate | Manchester | M3 4LY

eddisons.com



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From: Welch, Victoria <victoria.welch@wsp.com>
Sent: Monday, April 8, 2024 12:24 PM
To: Lee Worthington <Lee.Worthington@eddisons.com>
Cc: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>; Hanson, Paul <Paul.Hanson@wsp.com>; Hampton, Mark <Mark.Hampton@wsp.com>; Field, Susan <susan.field@wsp.com>
Subject: RE: Castleton - HRA queries

This Message originated outside your organization.

Thanks Lee,

I've sent this over to Paul, Mark and Susan in our ecology team to review.

They have asked if you could please provide a paragraph or two to give some context to the table and figures - what it shows and methodology, as well as the conclusion that none of the development traffic is forecast to pass through M62 Junction 11 at Birchwood.

Kind regards
Vicki



Victoria Welch
Principal Planner
BSc(Hons) MA MRTPI

T 0161 200 9817
M 07391 735944



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From: Lee Worthington <Lee.Worthington@eddisons.com>
Sent: Friday, April 5, 2024 4:17 PM
To: Welch, Victoria <victoria.welch@wsp.com>
Cc: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Subject: RE: Castleton - HRA queries

Good afternoon Victoria,

Please find the daily development traffic flow distribution passing through each of the six SSSI/SAC/SPA sites. It can be seen that none of the development traffic is forecast to pass through M62 Junction 11 at Birchwood.

Regards

Lee Worthington
Principal Consultant



D. 0161 837 7383
340 Deansgate | Manchester | M3 4LY

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From: Welch, Victoria <victoria.welch@wsp.com>
Sent: Wednesday, March 20, 2024 3:38 PM
To: Phil Wooliscroft <Phil.Wooliscroft@eddisons.com>
Cc: Field, Susan <susan.field@wsp.com>; Turner, Megan <Megan.Turner@wsp.com>
Subject: Castleton - HRA queries

This Message originated outside your organization.

Hi Phil,

Further to your call with Mark earlier, Susan (cc'd) is preparing a HRA and has asked for the following:

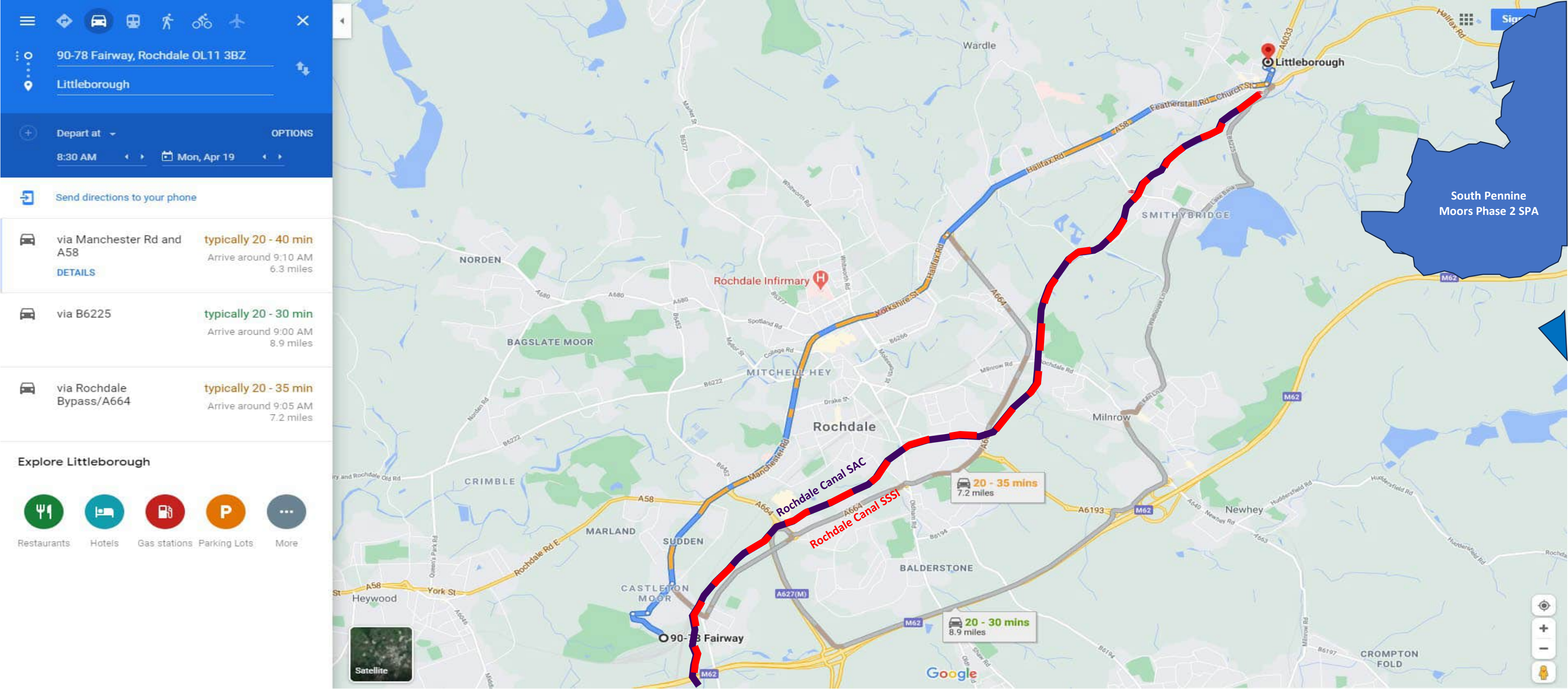
We require the traffic team to confirm that there are under 100 vehicle movements per day (there and back) which will pass J11 of the M62 next to Manchester Mosses SAC and Holcroft Moss SSSI. They will need to evidence this in their Traffic Report and confirm in writing. We also need them to confirm that there will be under 100 vehicle movements per day (there and back) which pass the South Pennine Moors SAC and SPA. Vehicle movements to include construction and operation.

Here is some guidance on how to find the sites:

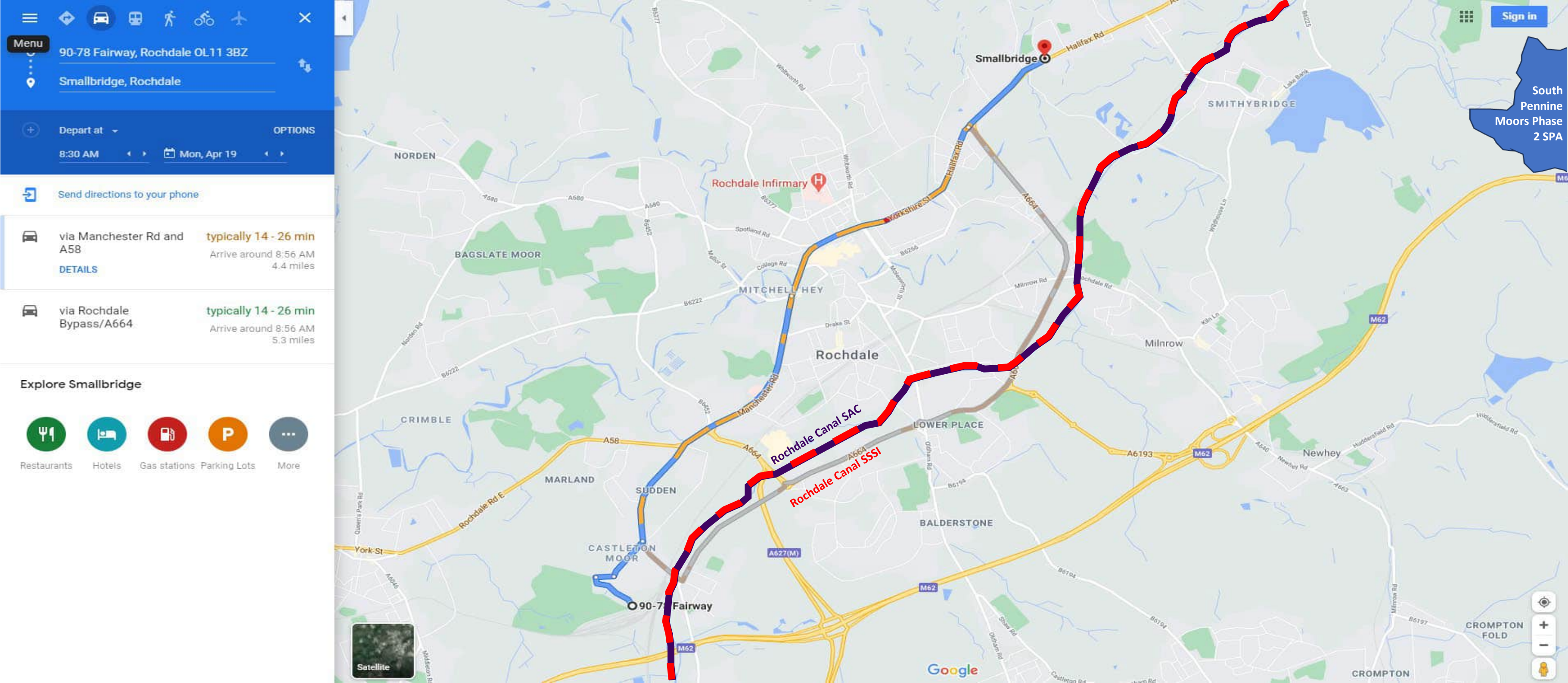
- Rochdale Canal SAC
- Rochdale Canal SSSI
- Manchester Mosses SAC
- Holcroft Moss SSSI
- Peak District Moors (South Pennine Moors Phase 1) SPA
- South Pennine Moors Phase 2 SPA

They can be found on Defra Magic here for full site boundaries which can be measured using magic:

MSOA	Distribution Route				SAC/SSSI/SPA					
	A664 Manchester Road (North)	A664 Manchester Road (South)	Royal Barn Road	Queensway	Rochdale Canal SAC	Rochdale Canal SSSI	Manchester Mosses SAC	Holcroft Moss SSSI	Peak District Moors (South Pennine Moors Phase 1) SPA	South Pennine Moors Phase 2 SPA
Rochdale 001	0.61%	0.00%	0.00%	0.61%						
Rochdale 004	0.54%	0.00%	0.00%	0.54%						
Rochdale 005	2.11%	0.00%	0.00%	0.00%						
Rochdale 008	1.53%	0.00%	0.00%	1.53%	18	18				
Rochdale 009	2.58%	0.00%	0.00%	0.00%						
Rochdale 010	14.59%	0.00%	0.00%	0.00%						
Rochdale 012	1.20%	0.00%	0.00%	1.20%	14	14				
Rochdale 013	0.54%	0.00%	0.00%	0.54%	7	7				
Rochdale 015	2.23%	0.00%	0.00%	2.23%	27	27				
Rochdale 016	0.00%	0.00%	0.00%	2.06%	25	25				
Rochdale 017	0.00%	0.00%	5.04%	5.04%	61	61				
Rochdale 018	3.43%	0.00%	0.00%	0.00%						
Rochdale 019	1.55%	0.00%	0.00%	0.00%						
Rochdale 020	4.36%	0.00%	0.00%	0.00%						
Rochdale 021	0.00%	2.25%	0.00%	0.00%	27	27				
Rochdale 024	0.00%	3.33%	0.00%	0.00%	40	40				
Bury	7.27%	0.00%	0.00%	0.00%						
Manchester CC	0.00%	4.67%	0.00%	4.67%	56	56				
Oldham	0.00%	12.34%	0.00%	0.00%	149	149				
Rossendale	1.55%	0.00%	0.00%	0.00%						
Salford	0.00%	1.74%	0.00%	1.74%	21	21				
Stockport	0.00%	1.41%	0.00%	0.00%	17	17				
Tameside	0.00%	1.69%	0.00%	0.00%	20	20				
Trafford	0.00%	0.00%	0.00%	3.28%	40	40				
TOTAL	44.09%	27.43%	5.04%	23.44%	523	523	0	0	0	0



Rochdale 001 - Manchester Road (N) / Queensway



Rochdale 004 - Manchester Road (N) / Queensway

Menu

90-78 Fairway, Rochdale OL11 3BZ

Shawclough, Rochdale

Depart at 8:30 AM Mon, Apr 19

OPTIONS

Send directions to your phone

via Manchester Rd

typically 12 - 22 min

DETAILS

Arrive around 8:52 AM

3.8 miles

Explore Shawclough

Restaurants

Hotels

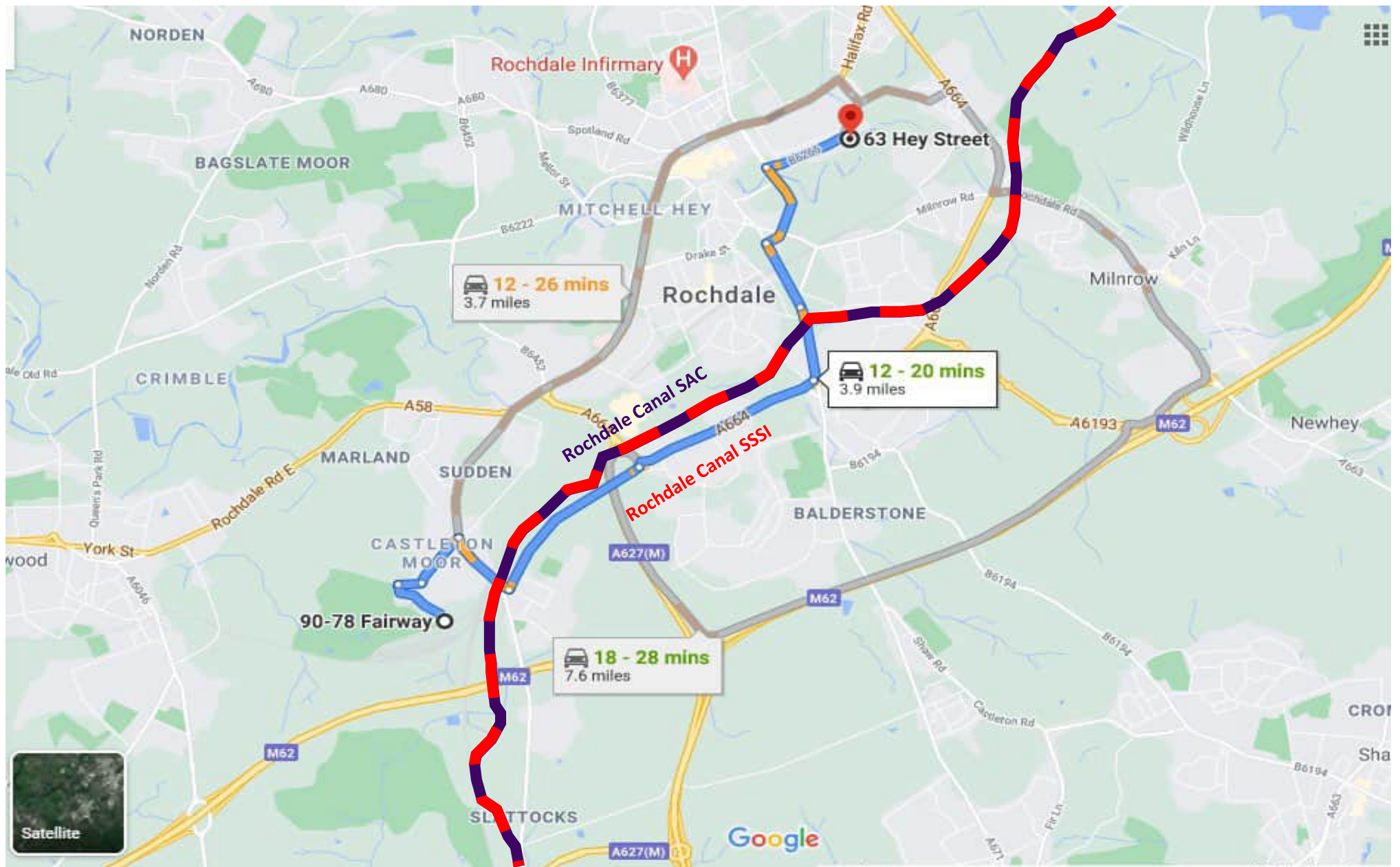
Gas stations

Parking Lots

More

A detailed map of Rochdale, UK, showing a route from Shawclough in the north to the center of Rochdale. The route is highlighted in blue and red, passing through Baglsate Moor, Spotland, Mitchell Hey, and Rochdale. Key landmarks include Rochdale Infirmary, Rochdale Cemetery, Marland Golf Course, and Rochdale Canal SAC. The map also shows surrounding areas like Norden, Bamford, and Heywood. The route is labeled 'Rochdale Canal SAC' and 'Rochdale Canal SSSI'.

Rochdale 005- Manchester Road (N)



Rochdale 008 - Manchester Road (N)/Queensway

90-78 Fairway, Rochdale OL11 3BZ

Spotland, Rochdale OL12 7AJ

Depart at

8:30 AM

Mon, Apr 19

OPTIONS

Send directions to your phone

via Manchester Rd

typically 10 - 20 min

Arrive around 8:50 AM

3.1 miles

DETAILS

via B6452

typically 10 - 20 min

Arrive around 8:50 AM

3.2 miles

Explore Spotland

Restaurants

Hotels

Gas stations

Parking Lots

More

The map displays a route starting at Spotland and ending at 90-78 Fairway. The route is marked with a blue line for the initial segment and a red line for the remainder. Key locations along the route include Mitchell Hey, Rochdale, Marland, and Sudden. The Rochdale Canal SAC and SSSI are also visible. The map includes various landmarks such as Rochdale Infirmary, Rochdale Cemetery, and Marland Golf Course. The surrounding areas shown are Norden, Bamford, Crimble, Marland, Sudden, Castleton Moor, Burnedge, and Balderstone. The map also shows the M62 motorway and several local roads like A680, A664, and A627(M).

Rochdale 009 - Manchester Road (N)

90-78 Fairway, Rochdale OL11 3BZ

Caribbean Vybzs, 17 The Butts, Rochdale

Depart at

8:30 AM

Mon, Apr 19

OPTIONS

Send directions to your phone

via Manchester Rd

typically 10 - 18 min

Arrive around 8:48 AM

2.7 miles

via Roch Valley Way/B6452

typically 12 - 20 min

Arrive around 8:50 AM

3.4 miles

Explore Caribbean Vybzs

Restaurants

Hotels

Gas stations

Parking Lots

More

12 - 20 mins

3.4 miles

10 - 18 mins

2.7 miles

Rochdale Canal SAC

Rochdale Canal SSSI

90-78 Fairway

Satellite

Map data ©2021

United Kingdom

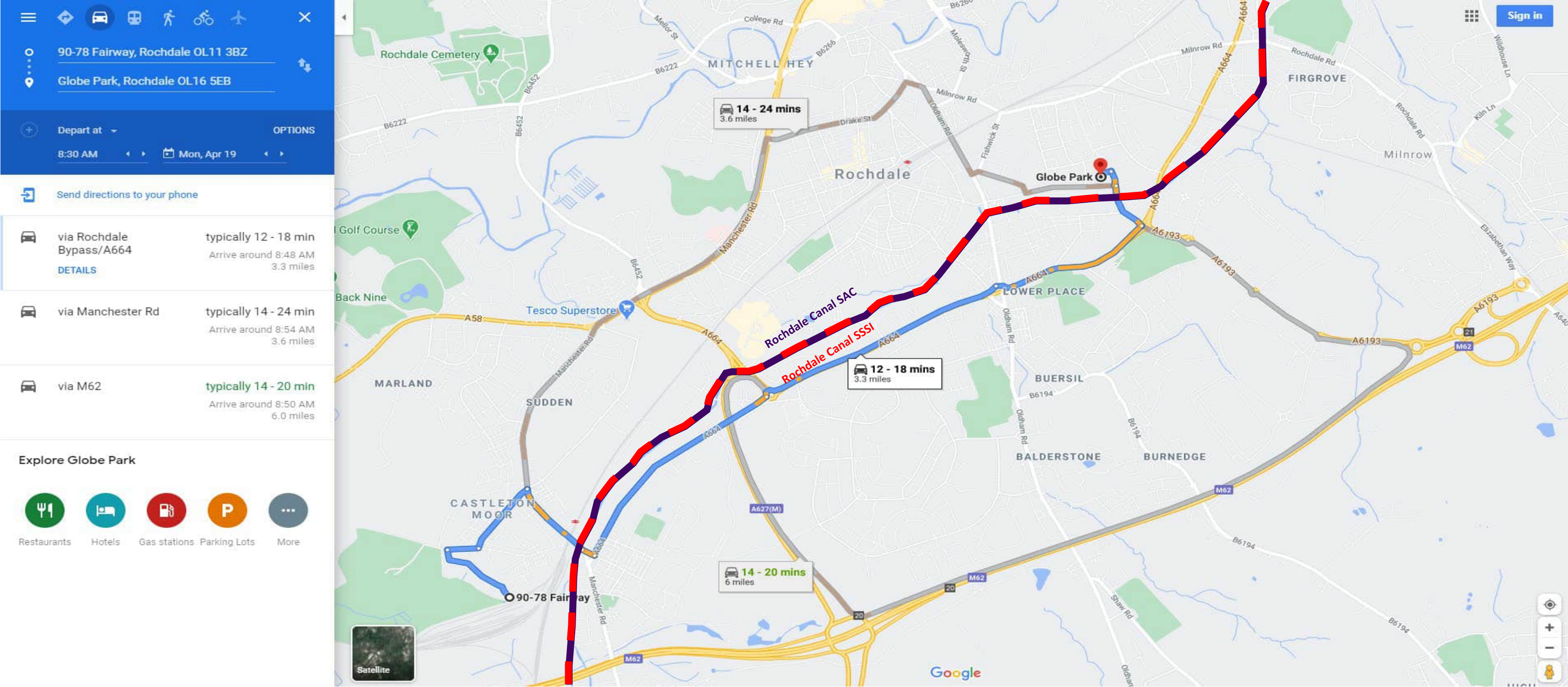
Terms

Privacy

Send feedback

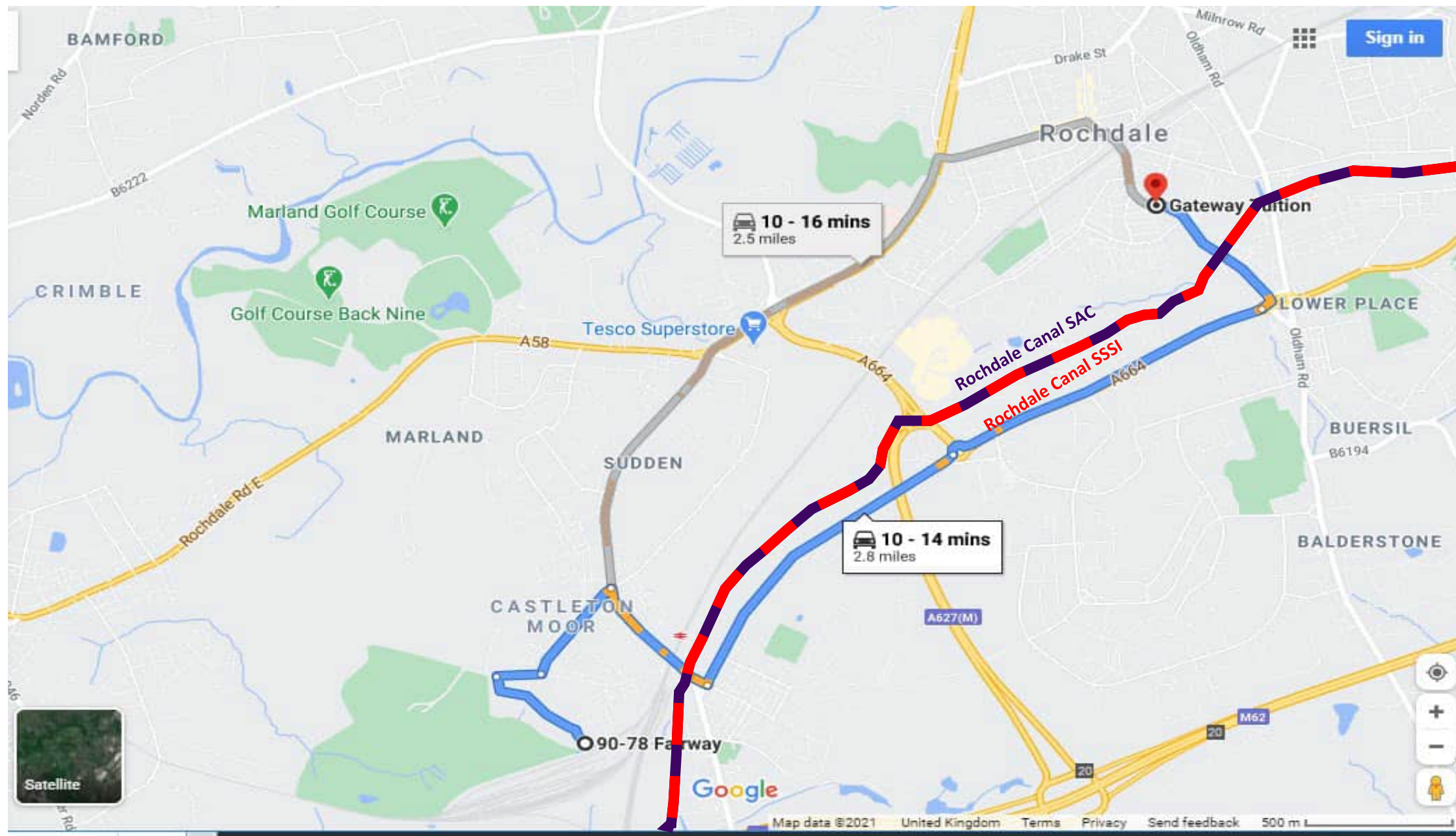
500 m

Rochdale 010 - Manchester Road (N)

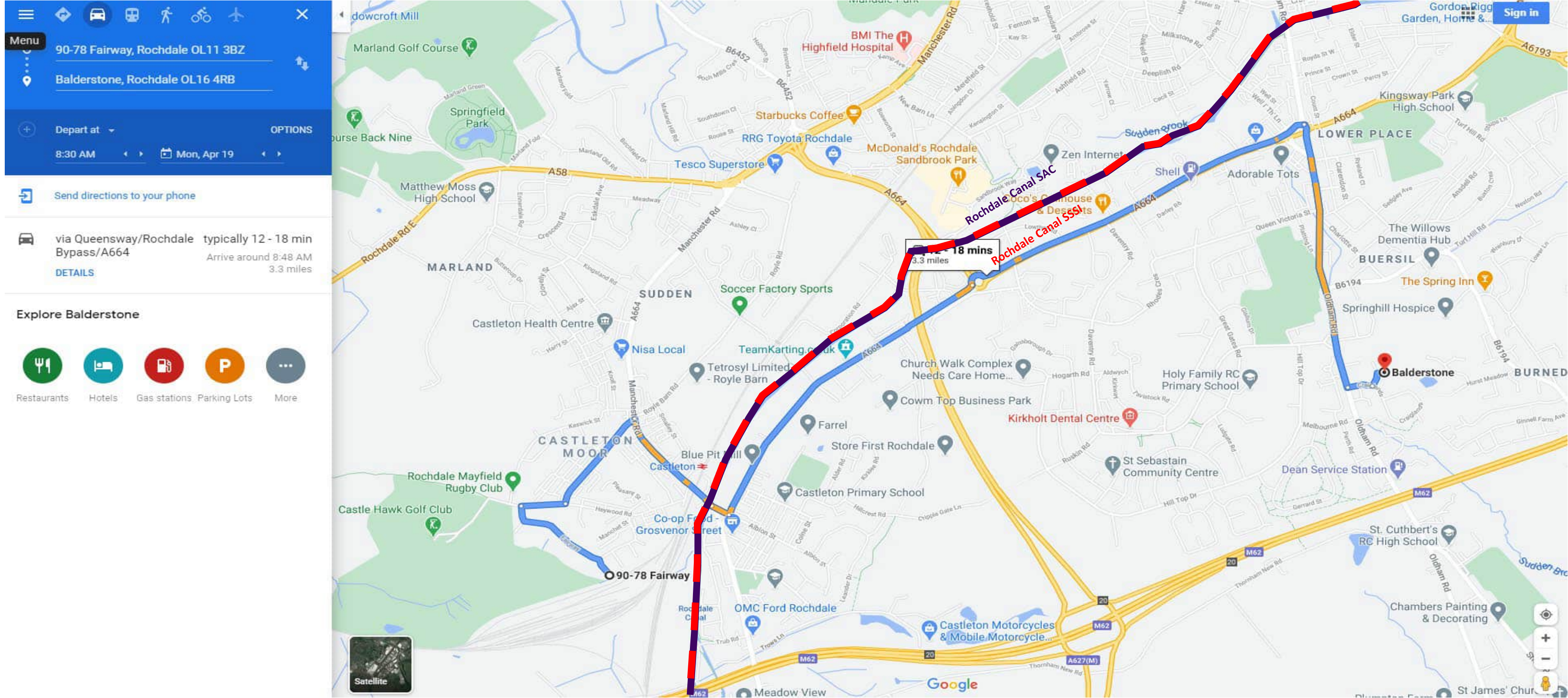


Rochdale 012 - Manchester Road (N) / Queensway

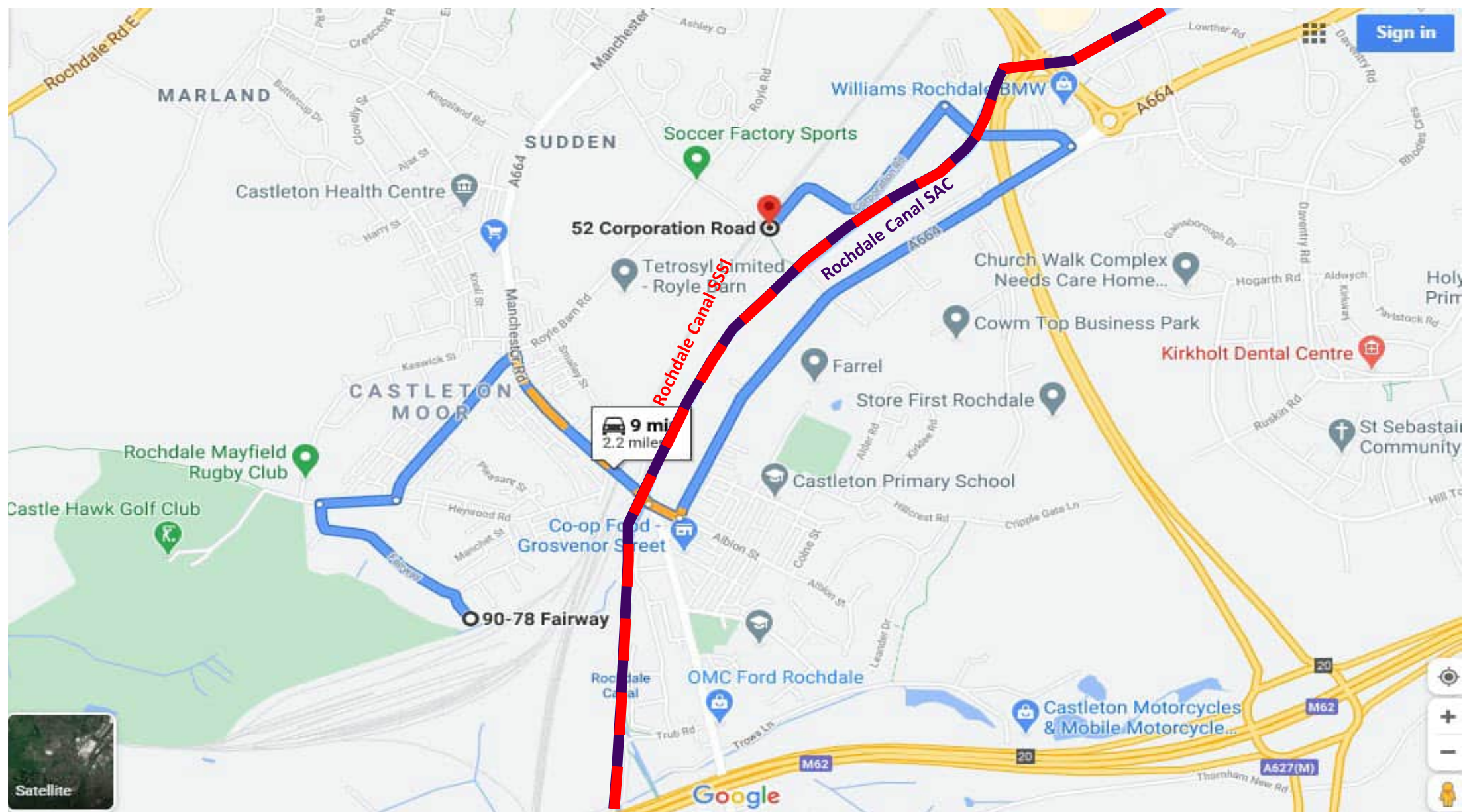
Rochdale 013 - Manchester Road (N) / Queensway



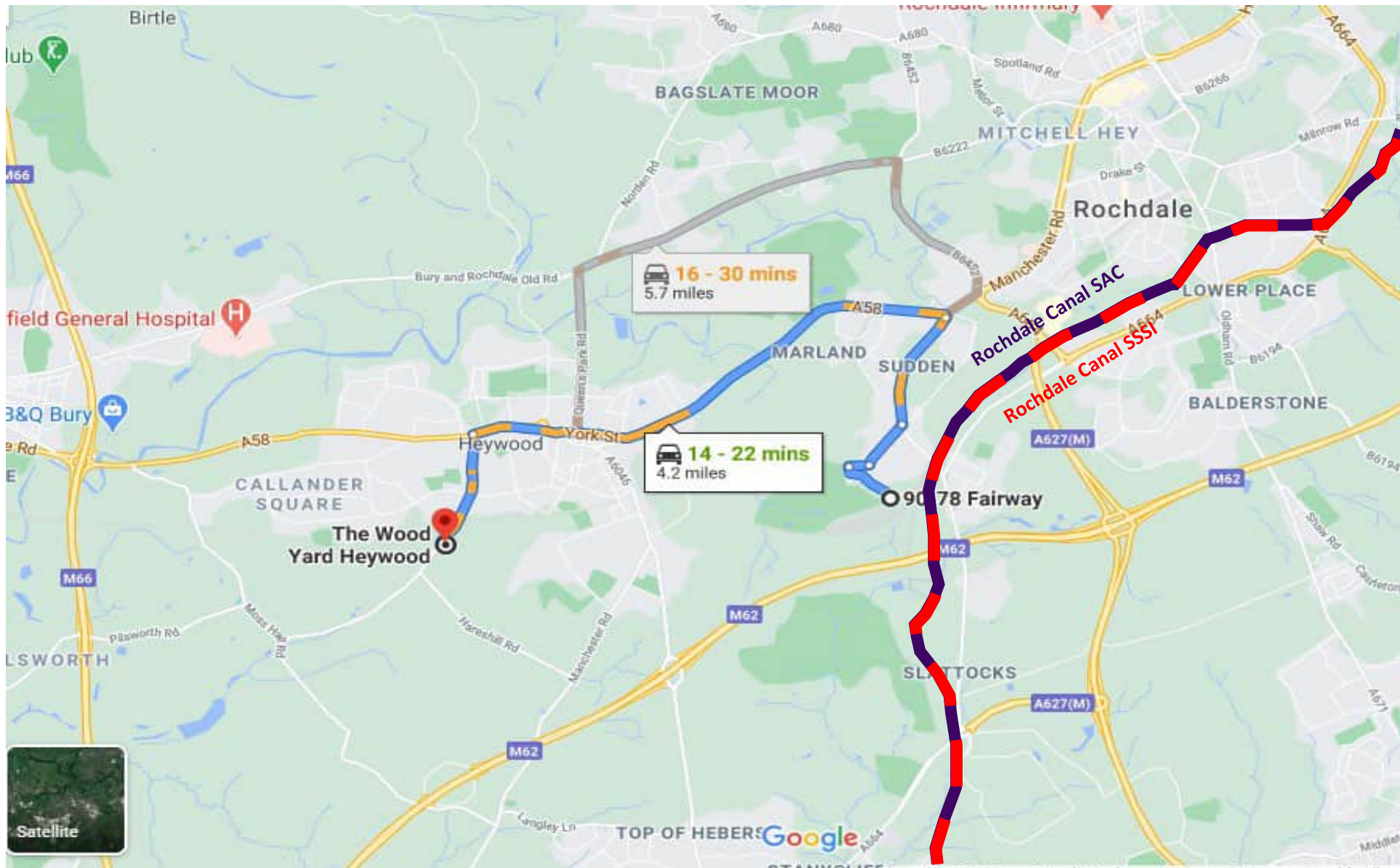
Rochdale 015 - Manchester Road (N)/Queensway



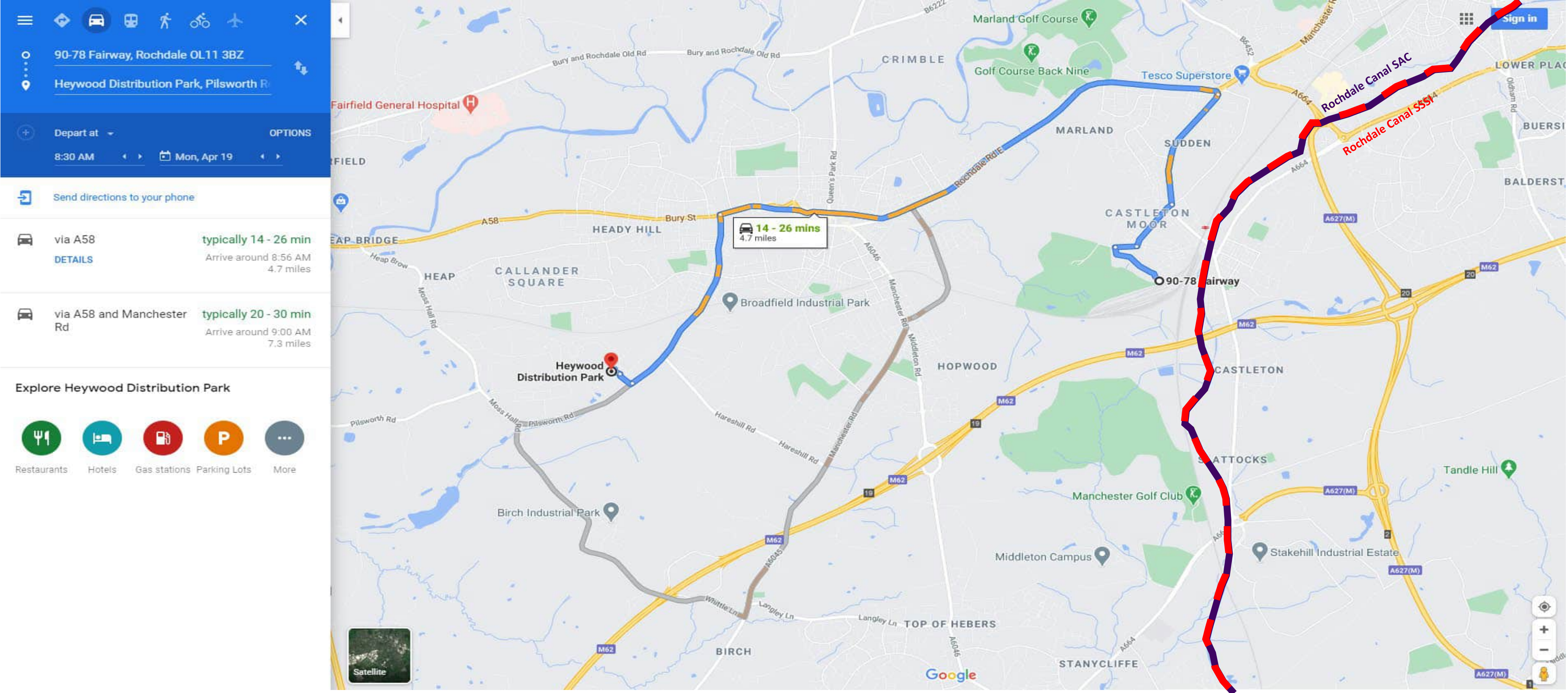
Rochdale 016- Queensway



Rochdale 017 - Queensway/Royal Barn Road Industrial Estates



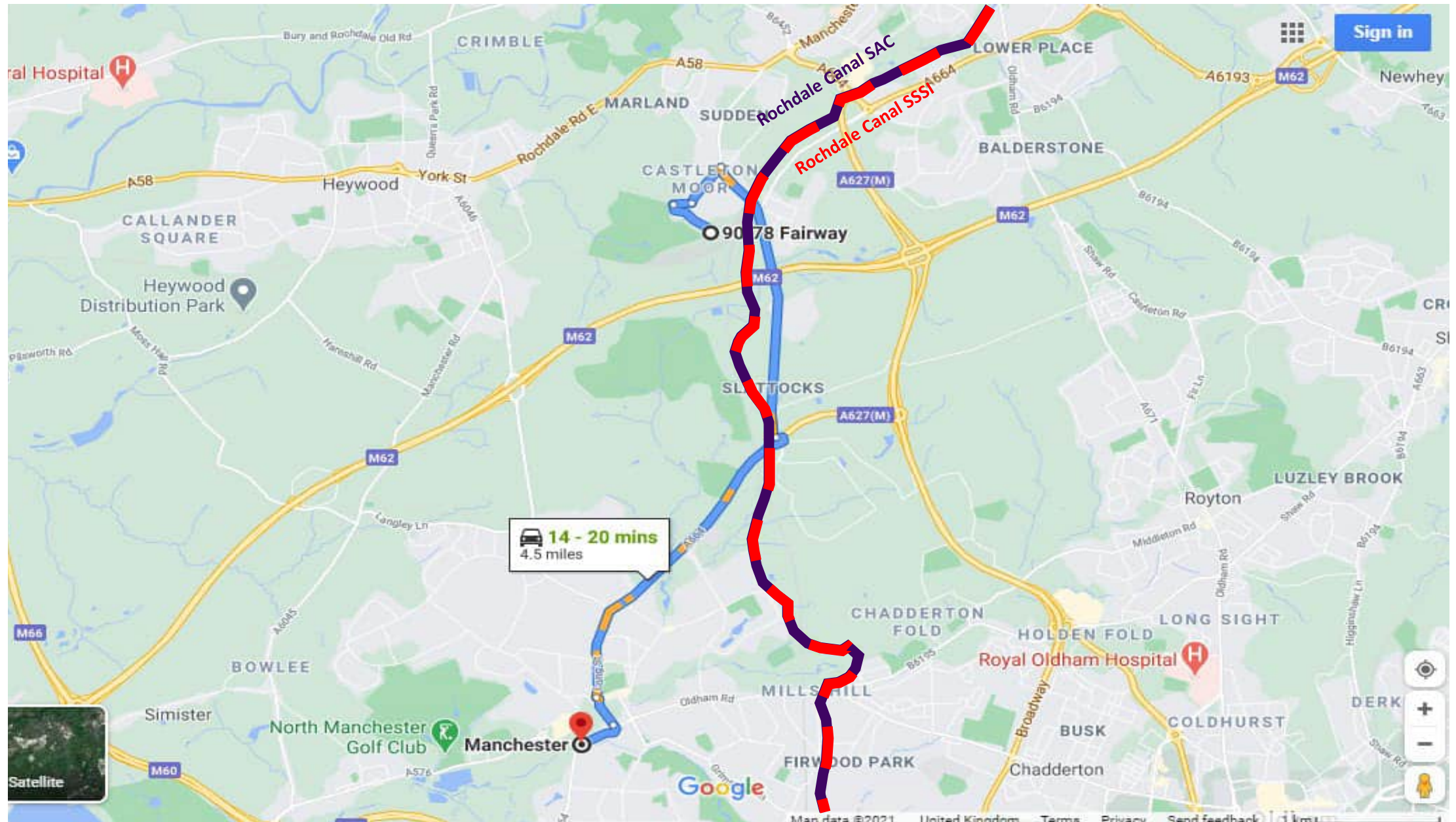
Rochdale 018 - Manchester Road (N)



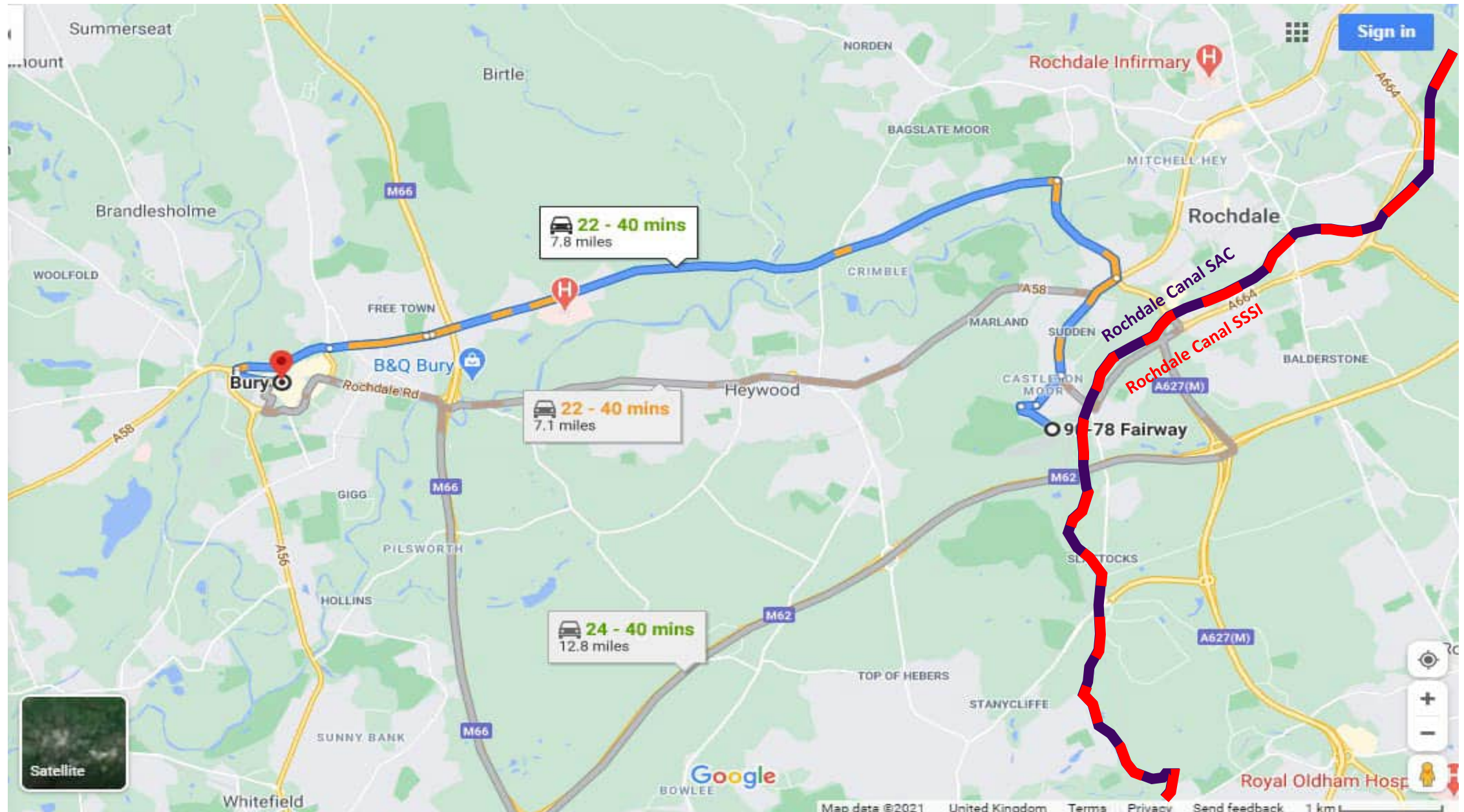
Rochdale 019 - Manchester Road (N)



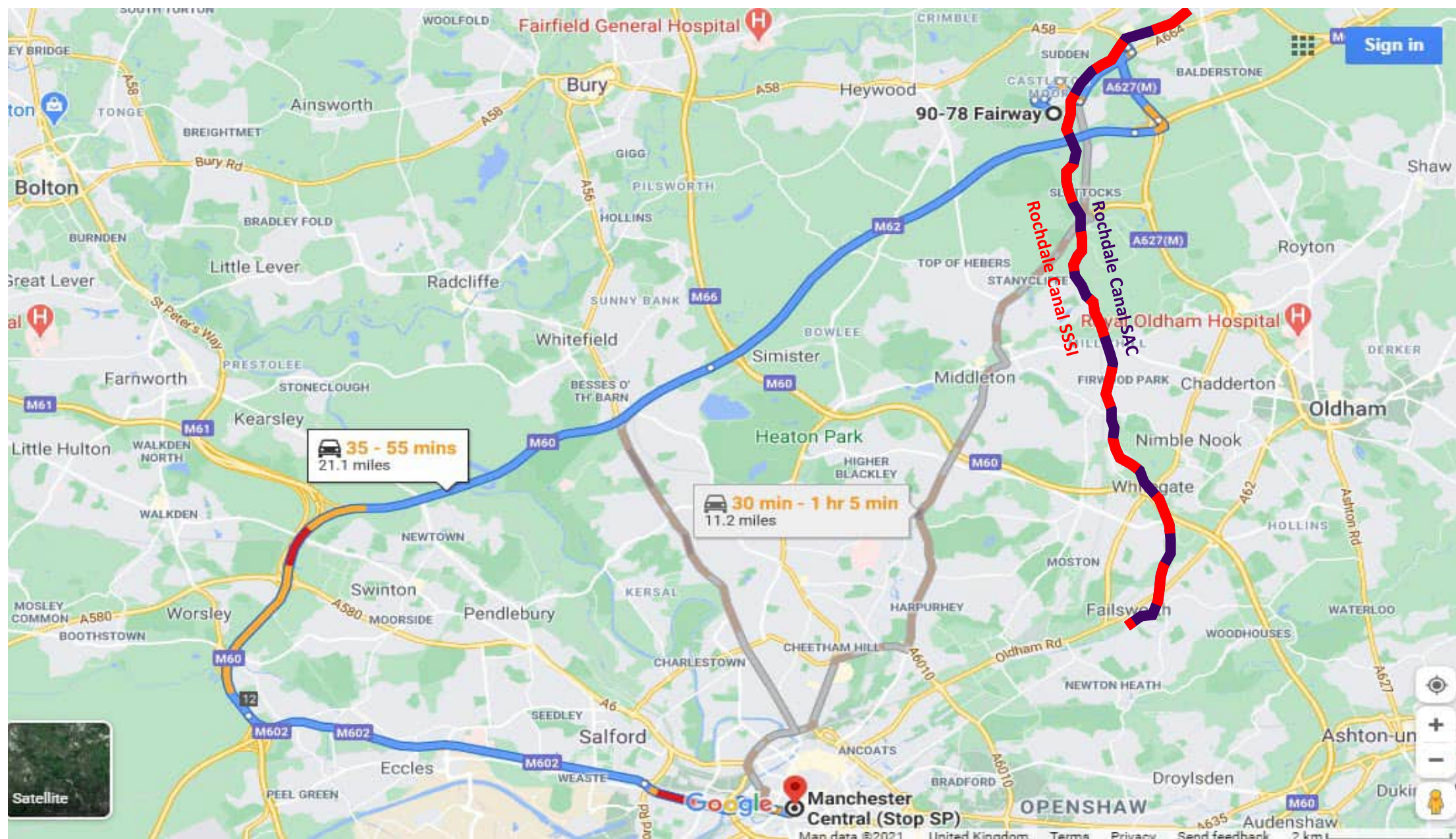
Rochdale 020 - Heywood



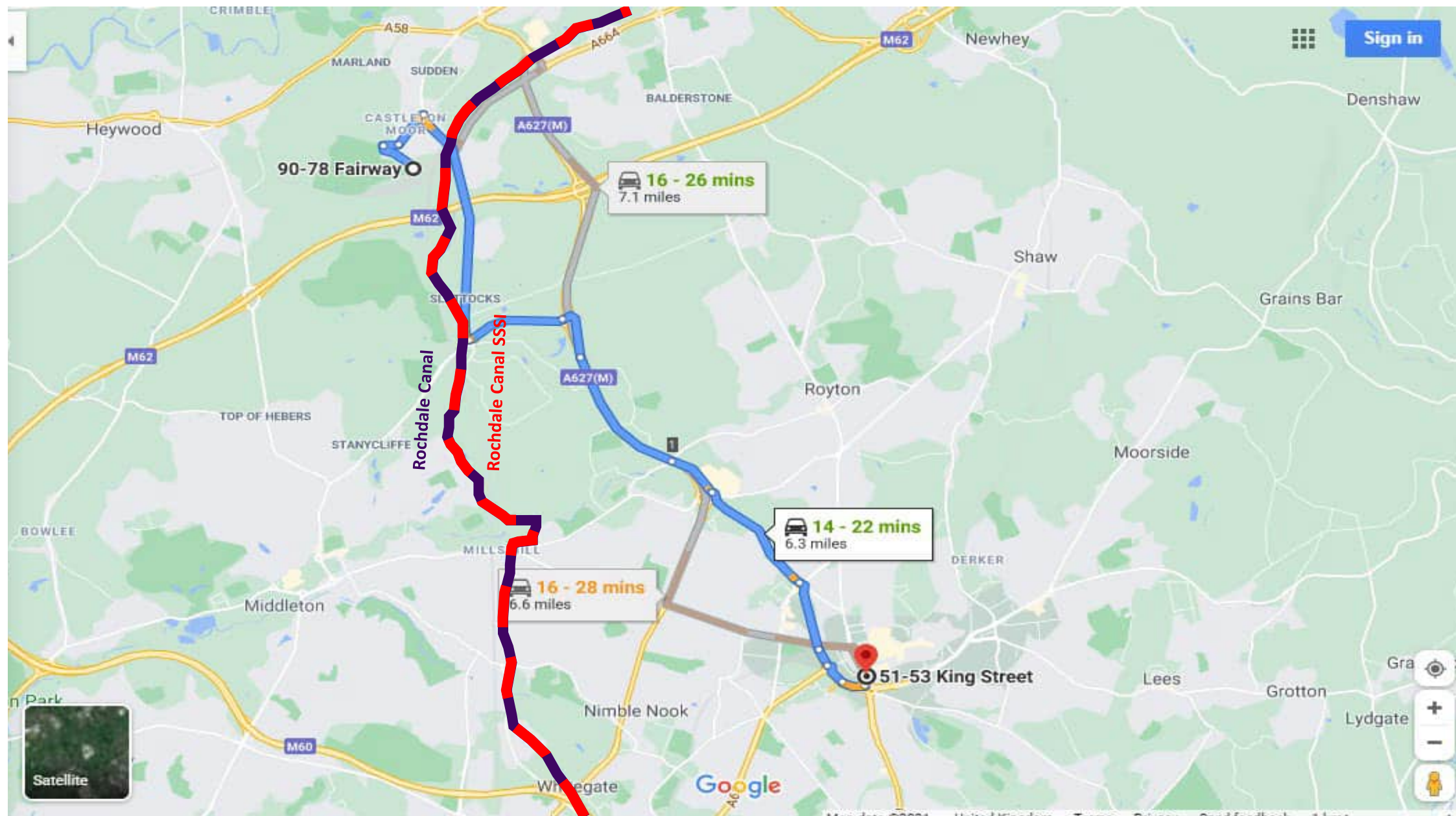
Rochdale 024 - Manchester Road (S)



Bury - Manchester Road (N)



Manchester City Centre - Queensway/Manchester Road (S)



Oldham - Manchester Road (S)

90-78 Fairway, Rochdale OL11 3BZ

Rawtenstall, Rossendale

Depart at

8:30 AM

Mon, Apr 19

OPTIONS

Send directions to your phone

via A58 and M66

typically 26 - 45 min

Arrive around 9:15 AM

14.3 miles

DETAILS

via A680

typically 28 - 45 min

Arrive around 9:15 AM

12.4 miles

via M66

typically 28 - 40 min

Arrive around 9:10 AM

20.0 miles

Explore Rawtenstall

Restaurants

Hotels

Gas stations

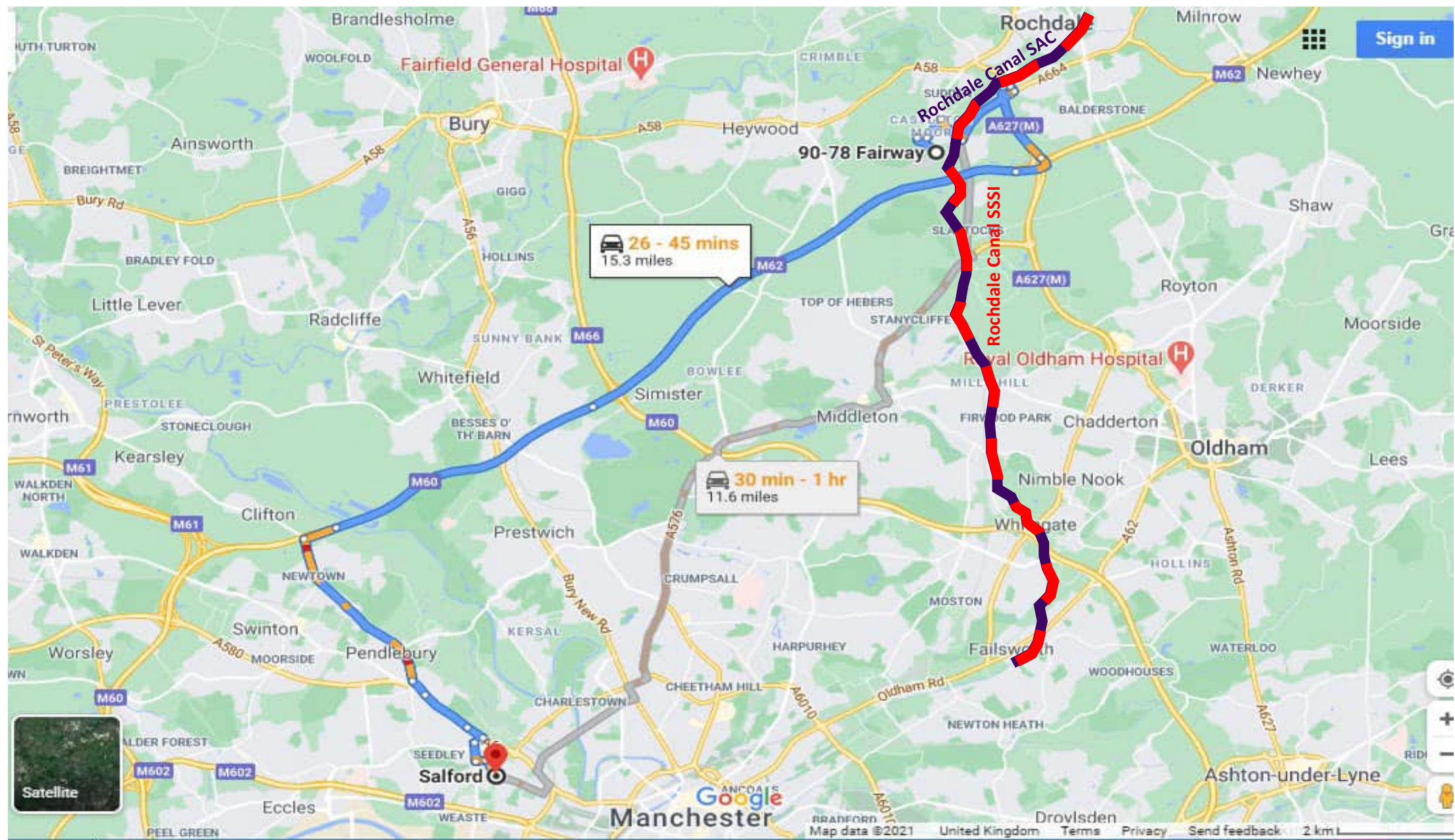
P

Parking Lots

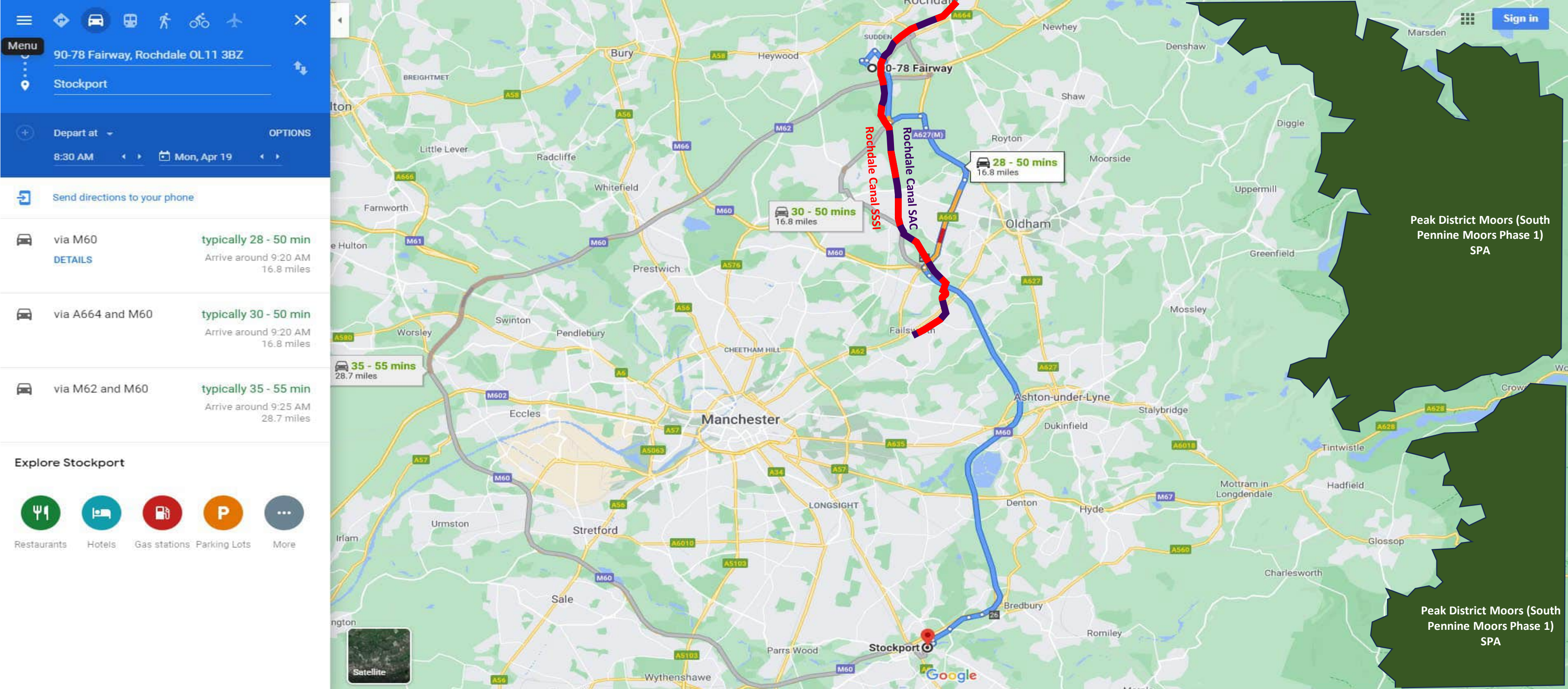
More

A Google Maps interface showing a route from Rawtenstall to Rochdale. The map features a blue route line starting from Rawtenstall, passing through Edenfield, Birtle, and Bury, then heading towards Rochdale. A red line highlights the Rochdale Canal SAC and SSSI area. Key locations marked include Rawtenstall, Edenfield, Birtle, Bury, Rochdale, and Littleborough. The map also shows the South Pennine Moors Phase 2 SPA. A search bar at the top left contains the address '90-78 Fairway, Rochdale OL11 3BZ'. The bottom left shows a 'Satellite' view option. The bottom right has navigation controls (zoom in, zoom out, street view).

Rossendale - Manchester Road (N)



Salford - Manchester Road (S)/Queensway



Stockport - Manchester Road (S)

+

Depart at

▼

8:30 AM

◀ ▶

📅 Mon, Apr 19

◀ ▶

OPTIONS

📄

Send directions to your phone

🚗

via M60

typically 22 - 45 min

DETAILS

Arrive around 9:15 AM

11.4 miles

🚗

via A664 and M60

typically 26 - 45 min

Arrive around 9:15 AM

11.4 miles

🚗

via A627

typically 24 - 45 min

Arrive around 9:15 AM

10.0 miles

Explore Ashton-under-Lyne

🍴

Restaurants

🏨

Hotels

⛽

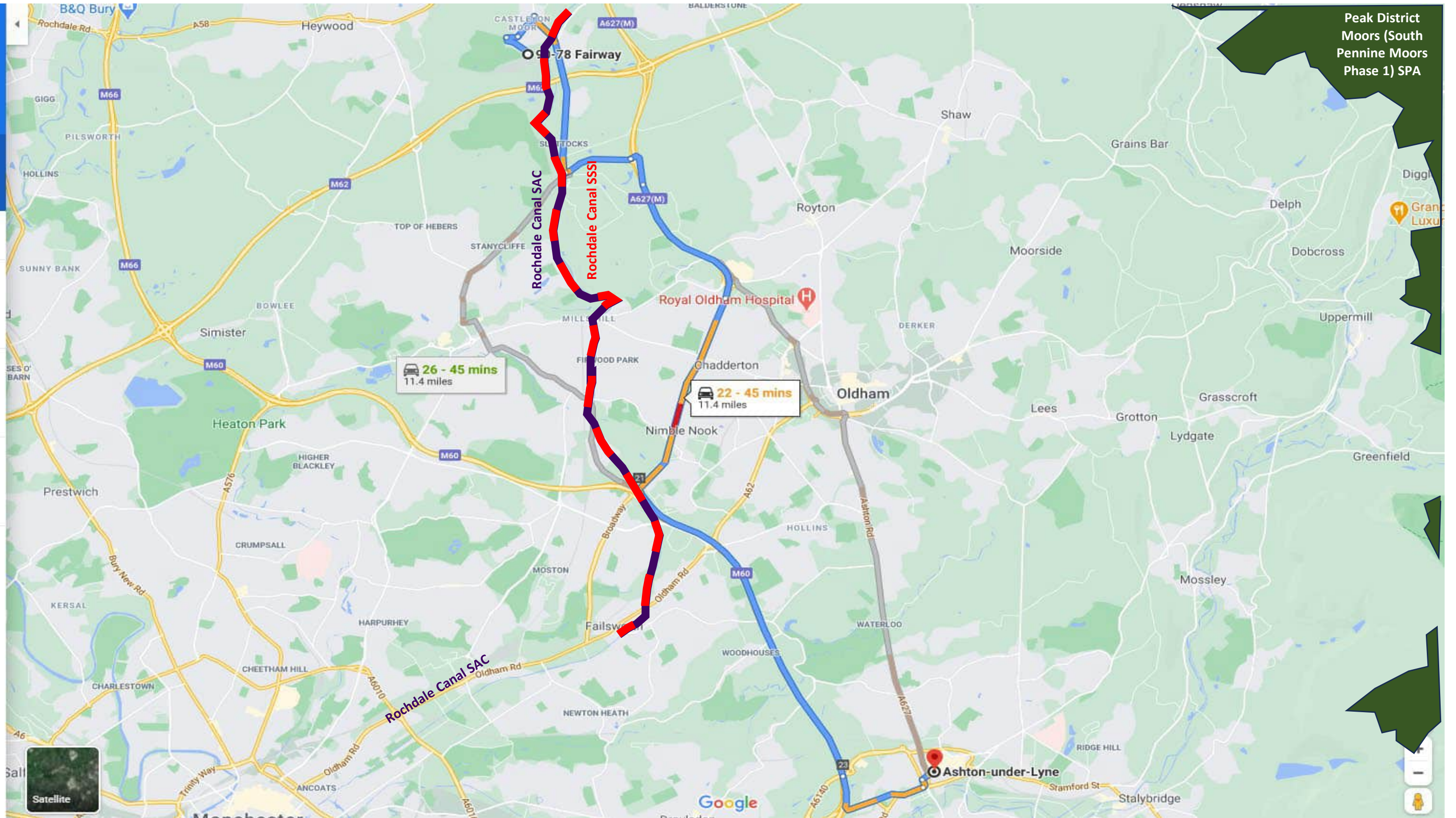
Gas stations

P

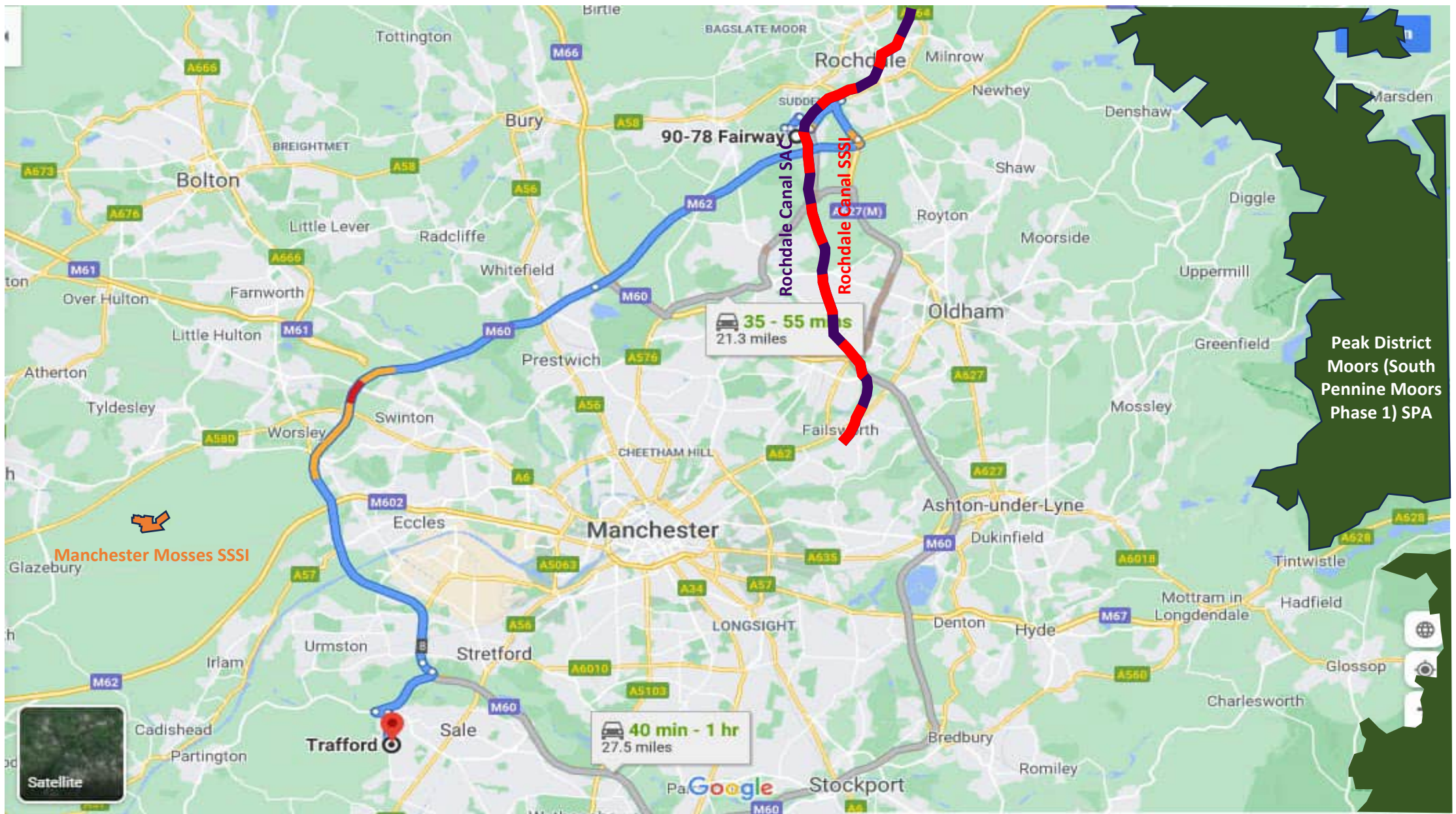
Parking Lots

⋮

More



Tameside - Manchester Road (S)



Trafford - Queensway

Appendix B

HYDROLOGICAL CONNECTIVITY UPDATE IN
RELATION TO SITE CONNECTIVITY TO
ROCHDALE CANAL SAC – TOWNSEND
WATER ENGINEERING



Townsend Water Engineering Ltd.,
69 Liverpool Road,
Chester,
CH2 1AW.

Mark Waite,
Kellen Homes Limited,
1st Floor,
103 Dalton Avenue,
Birchwood Park,
Warrington,
WA3 6YE.

17th April 2024.
Your Ref: FD086 Castleton Sidings, Rochdale, OL11 3BZ.

Dear Mark,

WSP on behalf of Kellen Homes Limited commissioned Townsend Water Engineering to investigate whether there is hydrological connectivity between Trub Brook and the Rochdale Canal, at the proposed development at Castleton Sidings, Rochdale, OL11 3BZ.

The proposed site at Castleton Sidings drains via a culvert into a tributary of Trubs Brook. Natural England are concerned that the discharge from the proposed site may effect the Rochdale Canal Special Areas of Conservation (SAC). Below is our findings:

Charles Townsend of Townsend Water Engineering and Lewis Shaw of Kellen Homes Limited visited the site, on 15th April 2024.

Our findings indicate that the site has no effect on the Rochdale Canal. Any water from the site discharges into the Trub Brook and flows to the South-West, away from the Rochdale Canal. Therefore, there is no hydrological connectivity from the site to the Rochdale Canal and there is no pollution risk to the Rochdale Canal from the site.

The channel indicated on the map in figure 1, is an overflow channel from the Rochdale Canal to the River Trub. The overflow channel is there to control water levels within the Canal. Please see figure 1 indicating the local watercourses in the area including their direction of flow and figure 2 of a photo of the overflow:

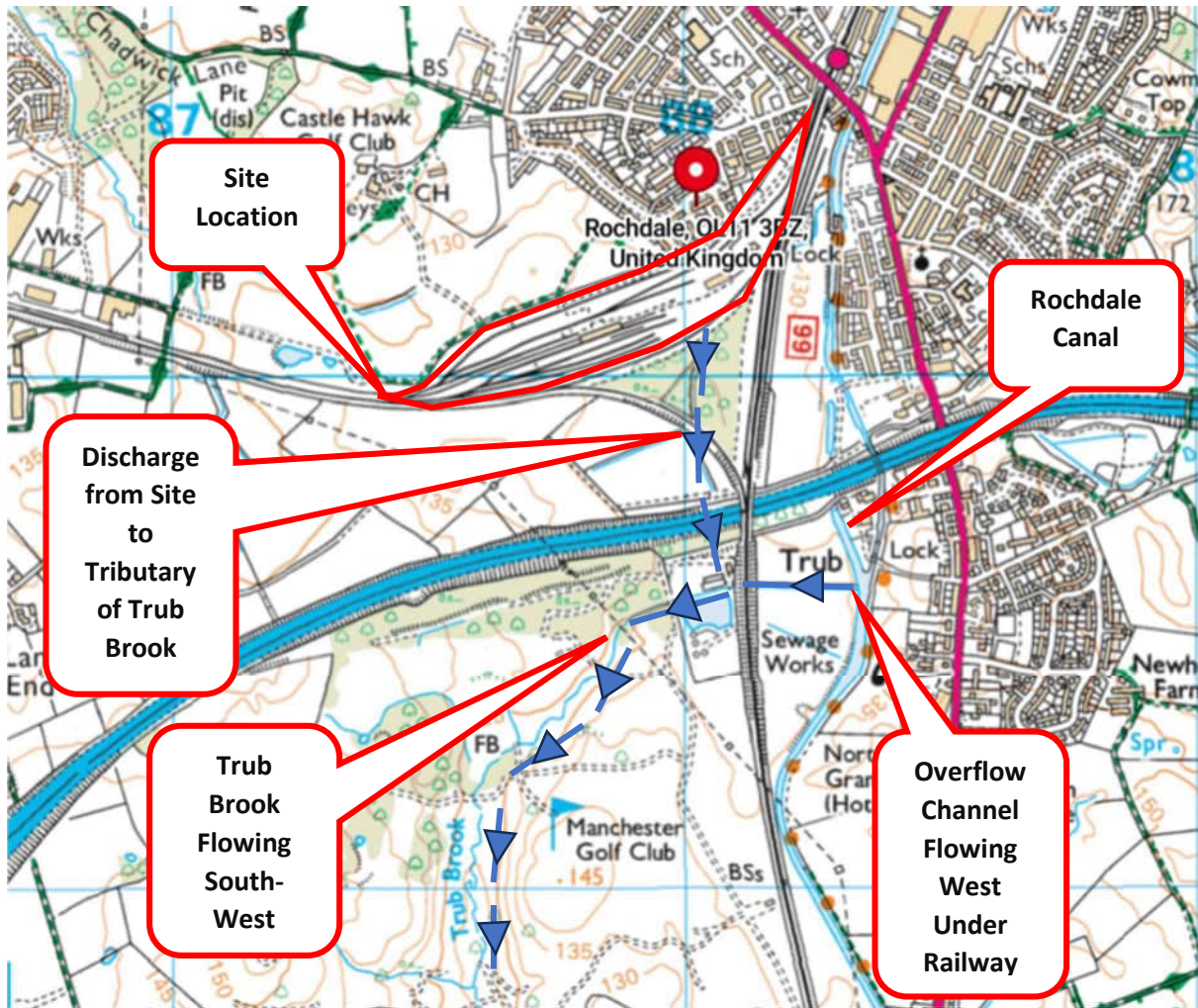


Figure 1: OS Map of the Site and the Overflow Channels Location



Figure 2: Picture of the Overflow Channel

Furthermore the canal is generally higher than the site, meaning that water flows from the canal drain to Trub Brook, as water generally does not flow uphill.

In conclusion, the site has no hydrological connectivity to the Rochdale canal.

I trust this has answered your question, but if you have any queries please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink on a grey background. The signature appears to read 'C. Townsend'.

Charles Townsend

Director, Townsend Water Engineering

Email: Charles@townsendwaterengineering.co.uk

Appendix C

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN



Castleton Sidings

Construction Environmental Management Plan

April 2024

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



Contents

1.0 Introduction

Background

Proposed Development Objectives of this
CEMP

Considerate Constructors Scheme

Health and Safety Management

Works in Proximity to the Railway

2.0 Construction Environmental Management Plan

- (i) Vehicle Movements and Routes
- (ii) Loading and Unloading Plant Material
- (iii) The Storage of Plant Materials used in Constructing the Development
- (iv) The erection and maintenance of security hoardings, decorative displays and facilities for public viewing
- (v) Wheel Washing Facilities
- (vi) Measures to Control Dust and Air Quality
- (vii) A scheme for recycling/disposing of waste
- (viii) Measures to Prevent Noise and Vibration
- (ix) Measures to control surface water run-off;
- (x) Measures to prevent the pollution of watercourses;
- (xi) Measures for the Protection of Existing Water Mains and Services
- (xii) Hours of Construction and Delivery
- (xiii) Community Engagement Strategy

3.0 Ecology and Wildlife:

- (i) Measures to Protect Reptiles
- (ii) Measures to Protect Bats and Birds
- (iii) Measures to Protect Badgers
- (iv) Rochdale Canal (SSSI and SAC)

4.0 Conclusion:

Appendices

Appendix 1

Appendix 2

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 belimited 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 required 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 WSP HRA (2024) 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 Road~~ ~~Hyman Road~~. 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 suitably qualified 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

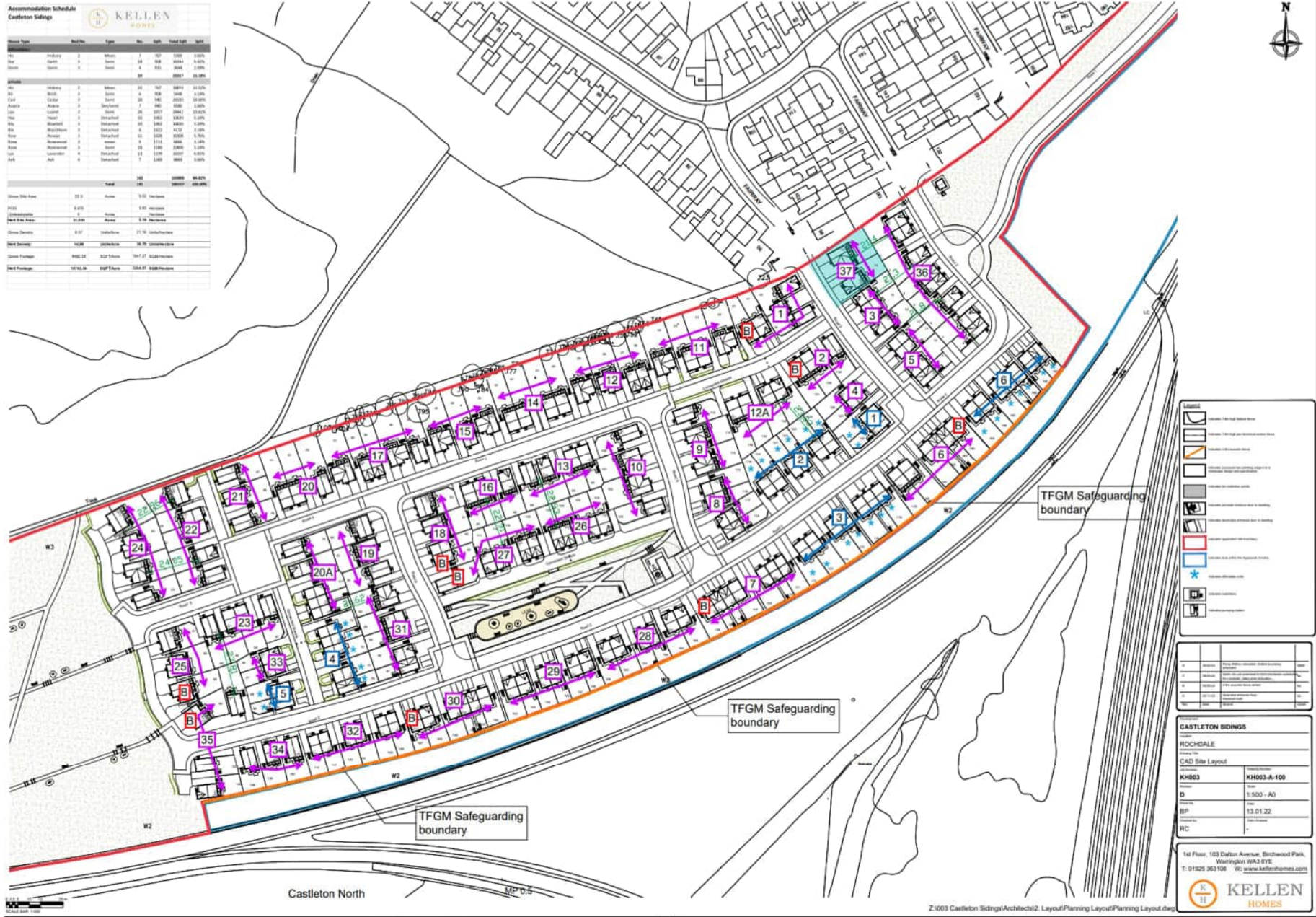
appreciated that this may not be feasible due to the need to carry construction tools to and from the site.

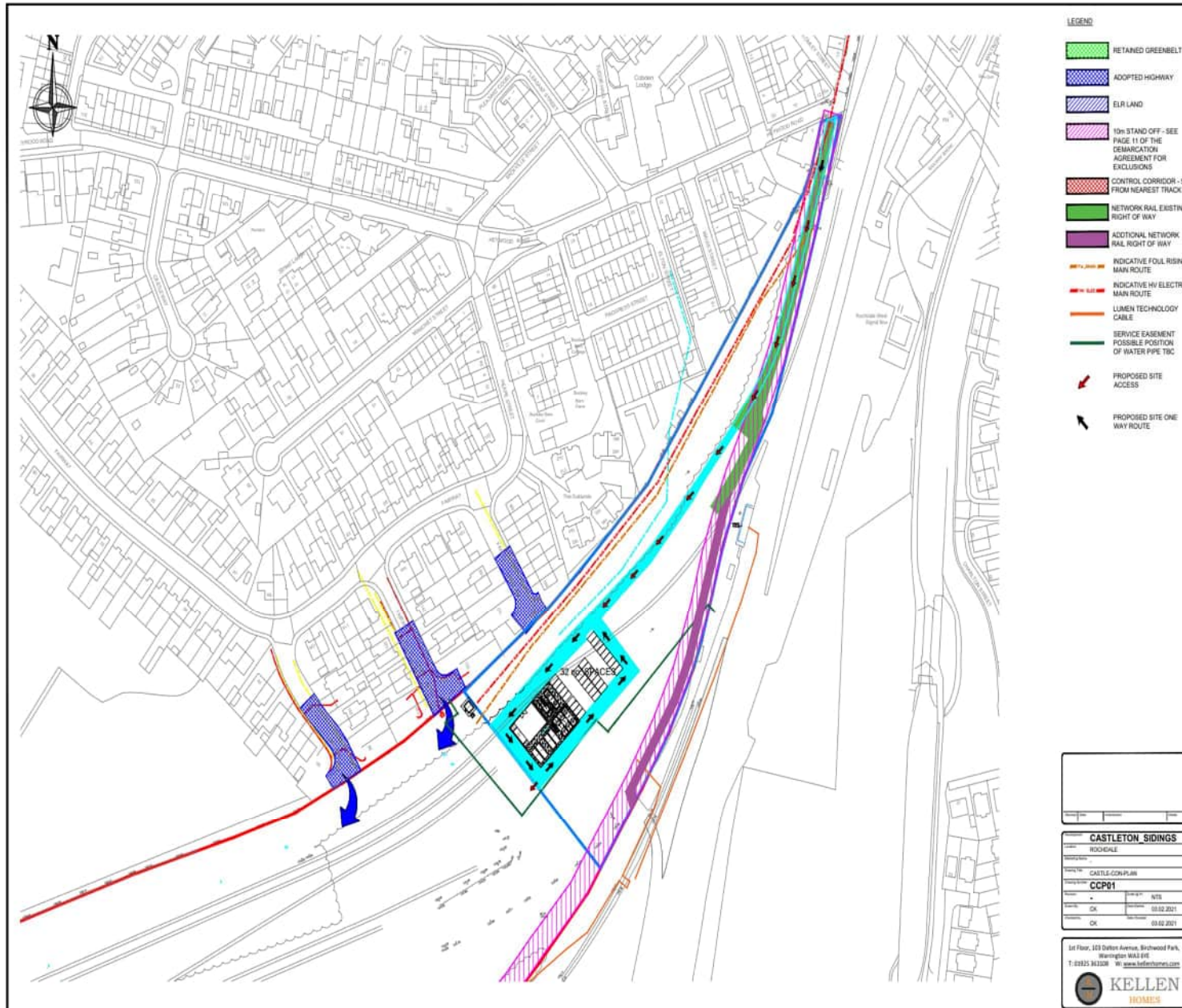
- 2.103 The above measures aim to further reduce the effect of pollution arising from the development onto the Rochdale Canal.
- 2.104 To combat recreational pressures, the current layout of the site possesses means to facilitate recreational activities which will reduce recreational footfall along the 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 Casterton Sidings									
		KELLEN GROUP							
House Type	Bed No.	Age	No.	Age	Total Beds	Age			
Existing									
1st	1st	1st	1	1st	1	1st	1st	1st	1st
2nd	2nd	2nd	1	2nd	1	2nd	2nd	2nd	2nd
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Proposed									
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Manchester
M15 4RP

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