



Trustees of J.P. Milne Will Trust **STAKEHILL INDUSTRIAL ESTATE**

Environmental Statement volume I Chapter 3 – The
Proposed Development

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PROJECT NO. 62262051





The Milne Trust

LAND NORTH AND EAST OF STAKEHILL INDUSTRIAL ESTATE

Environmental Statement Volume I
Chapter 3 - The Proposed Development

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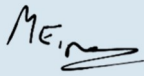
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3 THE PROPOSED DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1. This chapter provides a description of the Proposed Development and provides a description of how it would be constructed, alongside the assumptions used for the basis of assessment where this information is subject to confirmation at a later date. This description aligns with the planning application, and, together with the supporting plans (as identified in Section 3.3 below), forms the basis for technical assessments which are documented in technical chapters 6 to 12.

3.2 OVERVIEW OF THE PROPOSED DEVELOPMENT

- 3.2.1. This ES relates to an:

‘Outline planning application (including details of means of access) for the development residential dwellings (Use Class C3) and the erection of B2/B8 floorspace (including ancillary integral office space (Use Class E)), including car parking, internal estate roads, and associated works. Appearance, landscaping, layout and scale are reserved for future approval.’

The Applicant is submitting an outline planning application for residential and commercial development on the approximately 25.29 hectare Site to provide the following:

- Up to 314 Residential dwellings;
- Up to 140,440 sq ft of B2/B8 land use (industrial, and storage and distribution) at a 25/75% split;
- Associated access from the public highway on Bentley Avenue and Stakehill Lane;
- Internal distribution roads; and
- Associated engineering and landscaping.

AIMS OF THE PROPOSED DEVELOPMENT

- 3.2.2. The Proposed Development is needed to help deliver the Places for Everyone Joint Plan, which allocates land for employment purposes under Policy JPA 2. Without this Proposed Development, the joint plan allocation will not be delivered and the homes, jobs and economic growth associated with the allocation will not be delivered.

- 3.2.3. The objectives for the Proposed Development are:

- Creation of family homes;
- To provide employment space fit for current and future market requirements as part of the Atom Valley Mayoral Development Zone;
- To enable existing employers to move to new premises and / or other employers to move to Carlisle for the first time; and,
- To support job creation and economic growth in Rochdale and Greater Manchester region.

PLANNING CONTEXT

- 3.2.4. The National Planning Policy Framework (NPPF) (2024) (**Ref. 3.1**) is material consideration for development management purposes. Relevant overarching considerations of the NPPF include:

- Achieving sustainable development;
- Plan making;
- Building a strong, competitive economy;

- Promoting sustainable transport;
- Making effective use of land; and,
- Achieving well designed places.

3.2.5. The adopted Development Plan for the area comprises the Rochdale Core Strategy (adopted October 2016) (**Ref.3.2**). Policies for consideration within the development comprise the following:

- Policy SP2 - The Spatial Strategy for the borough
- Policy SP3 – The Spatial Strategy for the townships
- Policy E2 – Increasing jobs and prosperity
- Policy E3 – Focusing on economic growth corridors and areas
- Policy E4 – Managing the release of land to meet future employment needs
- Policy C1 – Delivering the right amount of housing in the right places
- Policy C3 – Delivering the right type of housing
- Policy C4 – Providing affordable homes
- Policy P2 – Protecting and enhancing character, landscape and heritage
- Policy P3 – Improving design of new development
- Policy G1 – Tackling and adapting to climate change
- Policy G2 – Energy and new development
- Policy G3 – Renewable and low carbon energy developments
- Policy G6 – enhancing green infrastructure
- Policy G7 – Increasing the value of biodiversity and geodiversity
- Policy G8 – Managing water resources and flood risk
- Policy G9 – Reducing the impact of pollution, contamination and land instability
- Policy T1 – Delivering sustainable transport
- Policy T2 – Improving accessibility
- Policy DM1 – General development requirements

3.2.6. Provision for convenient and secure bicycle parking will also be expected to be provided in line with standards or on a justified case-by-case basis. A minimum standard for disabled parking spaces within new development will also be applied. Parking provision will be required to be well designed, safe and appropriate.

3.2.7. In relation to the Town and Country Planning (Use Classes) Order (1987) (**Ref. 3.3**) as amended, the Proposed Development falls within the following Use Classes: C3 Dwellinghouse, B2 General Industrial and B8 Storage or Distribution. There is likely to be a small element of ancillary office space within the development, but any such floorspace would be integral to and ancillary to B2 / B8 uses, rather than specific buildings within use class E(g).

3.3 PLANS AND DESIGN ASSUMPTIONS

3.3.1. The Proposed Development is illustrated by a plan. The plan to be used for the purpose of the EIA, are summarised below:

- **Figure 3-1 – Illustrative Development Framework Plan**

3.3.2. These plans are supported by a series of design principles which provide supplementary details. These design principles are outlined below alongside any necessary assumptions for the purposes of assessment.

3.3.3. PLANNING APPLICATION BOUNDARY

3.3.4. All temporary and permanent activities relating to the construction and operational activities of the Proposed Development would be contained within the planning application boundary as illustrated in **Figure 1-2: Planning Application Boundary**. The EIA is based upon this planning application boundary.

3.3.5. PROPOSED DEVELOPMENT LAYOUT / LAND USE

3.3.6. The main elements of the Proposed Development are summarised above in Section 3.2 of this chapter and are shown on Figure 3-1: Illustrative Development Framework Plan. This plan will not be an approved drawing, rather it demonstrates how the Proposed Development might be built out. Due to the outline nature of the planning application, uncertainty exists with regard to the reserved matters and as such maximum design parameters will be implemented as a 'worst case scenario', with the project description maintaining flexibility in defining the scope of the assessment. The Proposed Development is likely to be built out in a phased manner, on a plot-by-plot basis.

3.3.7. Residential areas

3.3.8. The proposed residential area illustrated within the Masterplan has the potential to deliver up to 314 homes within the outline application. Residential dwellings are proposed within the northern part of the site.

3.3.9. The parameters plan (within the design code) envisages maximum building heights up to 3 storeys generally permissible but with two storeys at sensitive locations.

3.3.10. Employment Areas

3.3.11. It is envisaged that 75% of the development land use will be used for storage and distribution with associated car parking, service yards, site access, highway works and strategic landscaping with public routes.

3.3.12. The remaining 25% of the Proposed Development will be for general industrial use, with associated car parking, service yards, site access, highway works and strategic landscaping with public routes.

3.3.13. The parameters plan (within the design code) envisages maximum building heights to Plot E1: 16.5m maximum height to ridge, Plot E2 and Plot E3: 12m maximum height to ridge.

3.3.14. Strategic Green Infrastructure

3.3.15. Strategic green infrastructure is located around the perimeter of the Proposed Development, with larger spaces of green infrastructure located in the middle and southern areas of the Site.

3.3.16. BUILDING MATERIALS AND FEATURES

3.3.17. Residential Areas

3.3.18. Six residential character areas have been designed with a pedestrian focussed principle. The Parameter Plans have identified the building heights, and development zones. The exact location and detailed design of these will be confirmed at Reserved Matters stage, in accordance with the Parameter Plans.

3.3.19. Employment Areas

3.3.20. Although appearance is reserved for future consideration, the building materials, features and design principles for the B2/B8 plots are proposed to include contemporary cladding systems

combined with glazed curtain walling. Feature design details are envisaged to create an overarching modern high-tech visual aesthetic for the zone.

- 3.3.21. The connectivity to the wider development will transition smoothly through the development with the introduction of a strong streetscape visual marker and the choice of building materials.
- 3.3.22. It is expected that the buildings should be designed to promote natural daylight (via glazing) to office areas. This will allow users to benefit from views out towards the surrounding green infrastructure with the opportunity for new landscape enhancement to each plot, all of which will promote healthy and good places to work.
- 3.3.23. Gables will be expressed to reflect agricultural forms. Active frontages should be presented to roads and recessive colours should be used to blend buildings into their landscape setting in longer views.
- 3.3.24. Varied use of these recessive colours to be used to break up large expanses of cladding.

3.3.25. CLIMATE CHANGE RESILIENCE

- 3.3.26. The Proposed Development incorporates several embedded design measures to take the likely impacts of climate change into account. These measures are summarised in the Renewable Energy Statement for the Proposed Development.

3.3.27. OPERATIONAL ACCESS AND MOVEMENT

3.3.28. Vehicular Access and Movement

- 3.3.29. Access to the residential elements of the Proposed Development are to be taken off Slattocks Roundabout via Bentley Avenue and a new access road to the north of Stakehill Nurseries. Stakehill Lane while access to the industrial units will be provided via a new access point off Finlan Road and Stakehill Lane to the south.

3.3.30. Parking Facilities

- 3.3.31. Located throughout the development the residential streets connect to the formal boulevard and informal avenues. They also provide access to the shared streets and shared private drives. Front gardens offer tree planting opportunities to the street scene, hedgerows define front boundaries.
- 3.3.32. Predominately detached and semi-detached housing is proposed with on plot parking and hedgerows to define street boundaries and close board timber fencing fronted by hedgerow planting to rear gardens with an aspect to the street scene.
- 3.3.33. For the B2/B8 uses, parking provision and services yards will be made available to satisfy specific end user requirements. These have been designed using the building envelope as a buffer in order to minimise visibility from across the residential areas and also using building envelopes as a barrier for sound attenuation from HGV movements.

3.3.34. Non-vehicular Access and Movement

- 3.3.35. Along the edges of the roads, pavements and cycleways with green edging are proposed.
- 3.3.36. There is an existing Public Right of Way (PRoW) passing in the northern area of the Site from south to north. It is proposed that the PRoW will be realigned as part of the Proposed Development. The new PRoW is shown along the southern perimeter of the Proposed Scheme.

3.3.37. PROPOSED DEMOLITION

3.3.38. Demolition is proposed of the existing agricultural buildings and glasshouses on the site.

3.3.39. Total demolition area is 1,700m².

3.3.40. PROPOSED DRAINAGE

3.3.41. The proposed drainage is detailed on the Figure 3-2 – Proposed Drainage Plan. A network of drains and attenuation ponds are proposed across the Development, however these are indicative at this stage.

3.3.42. PROPOSED NEW STATUTORY SERVICES CONNECTIONS

3.3.43. New connections will be required for utility networks across the Proposed Development which are summarised below. For further details of the Proposed Development regarding statutory service connections, please refer to the Utilities Report, prepared by UCML, which has been prepared separately and is submitted as part of the planning application.

3.3.44. Electricity

3.3.45. The local electricity distribution network is operated by Electricity North West (ENWL) connecting to the National Grid network, owned by National Grid.

3.3.46. Alternative Energy Provisions

3.3.47. The following alternative or renewable energy sources are proposed within the development:

3.3.48. Solar Photovoltaics: installation of solar photovoltaics (PV) could be incorporated into the new build.

3.3.49. Electric Vehicle Charging (EVC): The solar PV could provide power supply to EVC point for commercial vehicles and cars within the car park areas.

3.3.50. Water Network

3.3.51. This is regulated by United Utilities Water (UU). UU will be responsible for all water and sewerage functions, including water treatment and distribution, metering, billing, sewerage network and waste water treatment.

3.3.52. UU have identified an existing water main in the running along Stakehill Lane from Bentley Avenue south to north within the Proposed Development boundary, a new potable water service will be designed and installed from this main and will be sized to account for sustainable measures that will be implemented to reduce water consumption. The design of the mains network should be inclusive of grey water collection systems from roofs to use in the buildings.

3.3.53. Telecommunications

3.3.54. Telephony services are predominantly provided by British Telecommunications (BT) Openreach predominantly operate in the area. It is anticipated that other telecom operators such as Sky, TalkTalk, Now, Plusnet, Virgin Media operate in the Proposed Development area.

3.3.55. There are existing main services within the Site area, diversions and disconnections are anticipated at this stage.

3.3.56. EMBEDDED (PRIMARY) MITIGATION

3.3.57. Table 3-1 below describes the proposed 'embedded' (environmental design) mitigation measures that are considered to be an inherent part of the Proposed Development i.e. the project design principles adopted to avoid or prevent adverse environmental effects. These embedded (primary)

mitigation measures should not be confused with additional (secondary and tertiary) mitigation proposed in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment, which are described within each technical chapter.

Table 3-1 – Embedded (Environmental Design) Mitigation Measures

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
Air Quality	The Proposed Development is not located within an Air Quality Management Area (AQMA). A brief summary of mitigation measures to reduce overall risk of dust to nearby receptors is provided below: ■ Communication; Display name and contact details of the responsible person for dust issues on the Site boundary. ■ Dust Management Plan; Included within the CEMP and approved by RBC. ■ Site Management; Record all complaints and incidents within the Site log, and take all appropriate measures to reduce emissions. Hold regular meetings with other high-risk construction sites within 500 m. ■ Monitoring; Undertake daily on and off-site visual inspections where there are nearby receptors. Frequency of inspections during activities with a high potential for dust generation or in dry weather. Confirm with RBC any further monitoring requirements. ■ Preparing and Maintaining the Site; Plan site layout to locate dust generating activities as far from receptors as possible. Use solid screens or full enclosures around dusty activities and stockpiles and keep site fencing barriers and scaffolding clean using we methods. ■ Operating Vehicle / Machinery and Sustainable Travel; and Enforced speed limit on surface and unsurfaced roads. Implementation of both a Construction Logistics Plan (CLP) and a Travel Plan. ■ Waste management; Avoiding of bonfires, explosive blasting or mechanical techniques and the bagging and removal of any biological debris.

Ecology, Biodiversity and Landscape and Visual	Construction mitigation measures which will be contained within the Construction Environmental Management Plan (CEMP) which details pollution prevention measures and methods to avoid impacts to nesting birds and the spread of invasive non-native plant species. Extensive native woodland and scrub planting in conjunction with mounded landform to create strong visual buffers to larger building footprints and to strengthen existing screening offered by the existing planting along the road corridor.
Noise and Vibration	The Proposed Development is situated in a predominantly commercial setting, with employment areas directly to the west and south and residential dwellings situated to the west and south. The main sources of noise will come from the A627(M) to the north and east of the site and commercial/industrial noise associated with the existing businesses at Stakehill Industrial Estate to the south and east of the site. Construction noise will be managed throughout the CEMP and the use of acoustic barriers within the development boundary. During the detailed design of the future Plots, low noise emission plant would be sought to reduce the potential for noise impacts at the nearest receptors. Installation of acoustic barriers and strategic landscaping is proposed during the operational phase. Further information is provided in Volume 1, Chapter 9: Noise and Vibration of this ES.
Population and Human Health	There are no mitigation measures required or proposed for Population and Human Health in relation to operational employment regeneration. Further information is provided within Volume 1, Chapter 10 Population and Human Health of this ES.
Traffic and Transport	During the construction stage a Construction Traffic Management Plan will be submitted and agreed to with the Highway Authority. A series of highways and highways improvements will be implemented into the Proposed Development, comprising the following: Further information is provided within Volume 1, Chapter 11 Traffic and Transport of this ES.
Water Resources, Flood Risk and Drainage	Contamination that may be mobilised by construction works will be addressed through standard mitigation measures and management throughout the CEMP. The Sustainable Drainage Strategy on site includes a series of attenuation ponds which help manage and drain surface water run-off, without impacting on existing utility drainage networks. Other benefits to the strategy include: enhanced water quality and attractive habitats for wildlife in watercourses. Further information is provided in Volume 1, Chapter 7: Ecology and Volume 1, Chapter 12: Water Resources, Flood Risk and Drainage of this ES.

3.4 PROPOSED STRATEGIES

3.4.1. A number of strategies are being prepared to support the ES, as discussed in the paragraphs below.

3.4.2. MASSING STRATEGY

3.4.3. The massing strategy, in terms of building height, aims to distribute building height to ensure they are appropriate to the immediate setting. The location of the areas of different masses (height ranges in each Zone) within the Proposed Development are shown in the Parameters Plan in the Design Code and Design and Access Statement.

3.4.4. DRAINAGE STRATEGY

3.4.5. To allow for potential changes in the future land ownership and the maintenance of different areas, the overall Masterplan Site will be split into individual plots and each plot will be designed as a separate system to ensure flexibility. The Proposed Drainage Strategy is provided as Figure 3-2.

3.4.6. Surface Water

3.4.7. The Proposed Development shall adopt the principles within Sustainable Urban Drainage Systems (SuDS) and follow the drainage hierarchy as set out in the Building Regulations Part H and CIRIA C753 'The SuDS Manual'.

3.4.8. It is envisaged that the storm water generated by each of the plots will be collected by a series of rainwater downpipes, storm gullies and channel drains where it will be discharged to a series of minimum 225 mm and 300 mm diameter below ground drains. This network will be designed under full pipe conditions to accommodate the 1 in 100-year +45CC storm event. These drains will then discharge SuDS system for the plot.

3.4.9. Where possible the storm network for each plot will consist of swales, detention basins, bioretention zones and permeable pavements and below ground attenuation tanks. These SuDS features will provide the necessary attenuation volumes, increased conveyance times and also provide water quality improvements prior to discharge to the wider site network. In some cases, these SuDS features will be shared between plots e.g. detention basins.

3.4.10. It is recommended that permeable pavements are utilised within car parking areas, will lined impermeable membrane to prevent hydrocarbon migration.

3.4.11. To ensure water quality, it is envisaged that storm water will undergo at least two forms of water treatment, prior to discharge.

3.4.12. Foul Water

3.4.13. It is proposed that foul water flows generated by the Proposed Development will be collected by a series of pipes which will connect to the main foul water (minimum 300mm diameter) network beneath the access roads. This will discharge to the existing foul water pump station located adjacent to the roundabout to the south of the Site.

3.4.14. LANDSCAPE STRATEGY

3.4.15. The following planting types are proposed across the Proposed Development as part of the Landscape Strategy:

3.4.16. Key elements of the landscape strategy include:

- 50,000m² of native woodland scrub;

- 25,000m² of native wildflower meadow;
- 8,000m² of wet meadow/wetland habitat;
- 2,000m² of new aquatic habitat;
- 4,500m² flower rich linear rain gardens; and
- Up to 200 trees to be planted in both residential and employment areas.

3.4.17. The total proposed green infrastructure across the site extends to around 9 ha.

3.4.18. The enclosed landscaping strategy breakdowns the proposed key principles across the five public open spaces and green corridors and also provided illustrative cross sections across landscape edges and buffers.

3.4.19. BIODIVERSITY STRATEGY

3.4.20. Landscape opportunities identify potential areas where landscape and ecological enhancement may be appropriate. The existing Site has been analysed to provide a series of landscape opportunities and linkages within the Site boundaries, as well as looking to the wider landscape to provide physical connections, such as woodland and hedgerows.

3.4.21. A variety of habitats will be created through the Proposed Development, either through the proposed planting types, landscape opportunities or Sustainable Urban Drainage Systems (SuDS).

3.4.22. The planting types proposed include, native hedgerow planting, swale meadow and tree planting, marginal aquatic planting, dense native tree and shrub bugger planting and amenity shrub and tree planting.

3.4.23. Attenuation ponds will be located on the Proposed Development as part of the SuDS strategy. This will be permanently wet and will be planted with marginal aquatic species to enhance amenity.

3.4.24. Further information regarding the protection of biodiversity during the construction and operation of the Proposed Development is provided in Volume 1, Chapter 7: Ecology.

3.4.25. WASTE MANAGEMENT STRATEGY

Commercial Waste

3.4.26. In general, waste generated within the various commercial land uses should be stored within local waste storage areas for management by a facilities management or estates team. Alternatively, some land uses could provide internal waste storage areas within their tenanted area as part of the fit-out stage.

3.4.27. After waste minimisation, any remaining waste should be reused or recycled where possible in line with regulatory stipulations throughout the construction process. These waste storage areas should have space dedicated for refuse, recycling and where appropriate, food waste and hazardous waste streams.

3.4.28. It is recommended that at least 50% of the allocated waste storage space should be dedicated to the storage of segregated materials for recycling.

3.4.29. Through future reserved matters applications, enclosed bin storage areas will be provided in line with current legislation to ensure that all future buildings within the Proposed Development are provided with adequate space to meet the needs of the end user. The removal of waste will be dealt with by a suitably appointed waste management contractor or local authority.

3.4.30. No burning of waste shall be allowed on the Proposed Development.

3.4.31. ENERGY STRATEGY

- 3.4.32. During this prolonged construction timeframe of the Proposed Development, policies and regulations are anticipated to change and escalate, enabling low-carbon developments to be delivered and the impacts of climate change to be mitigated.
- 3.4.33. Overall, the Proposed Development will look to promote the energy hierarchy by reducing the need for energy in the first instance, then provide energy efficiently before offsetting energy locally through low or zero carbon technologies.
- 3.4.34. The buildings will be designed in line with building regulations and with regards to energy conservation will look to improve upon requirements.
- 3.4.35. The energy strategy aims to ensure a standards-based approach is adopted for the Proposed Development, as well as accounting for a development timeline that is likely to span multiple changes in regulation and policy.
- 3.4.36. As such, key design principles and assessment parameters will be provided. This retains flexibility for the Proposed Development so that the most appropriate technology at the time of delivery can be provided to meet the changing policy and regulatory requirements. The energy strategy includes the following key measures:
- 3.4.37. Passive Measures: air tightness, improved natural day lighting, a well-insulated envelop and the promotion of natural ventilation.
- 3.4.38. Active Measures: efficient plant, efficient controls, heat recovery, rainwater collection and a sustainable urban drainage strategy (SUDS)
- 3.4.39. Renewable Measures: renewable technologies will be determined at detailed stage to provide a reduction in predicted CO₂ emissions.
- 3.4.40. A significant reduction in operational regulated CO₂ emissions will likely be delivered for all buildings within the Proposed Development. The details of how this will be achieved will be within the strategies which will be set out within the reserved matters applications. Plots are likely to be provided with Low or Zero Carbon Technologies (LZCTs), which in most cases will be Air Source Heat Pumps (ASHPs) and Ground Source Heat Pumps (GSHPs) and Photovoltaic panels.
- 3.4.41. For further details, please refer to the Renewable Energy Statement, which has been prepared separately as part of the planning application.

CONSTRUCTION PROPOSALS

3.4.42. PROGRAMME AND PHASING

- 3.4.43. It is currently anticipated that construction will commence in 2027 and is expected to be completed in 2036.
- 3.4.44. Sequences of phasing will depend upon the occupier interest, and therefore was not available at the time of writing.

3.4.45. PROPOSED KEY CONSTRUCTION ACTIVITIES

- 3.4.46. The key construction works are likely to be divided into four broadly sequential activities:
- Site clearance and foundations;
 - Major infrastructure;

- Building construction; and,
- Landscaping and minor infrastructure.

3.4.47. CONSTRUCTION WORKING HOURS

- 3.4.48. It is anticipated that the standard working hours will be 0800 hours to 1800 hours on weekdays, 0800 hours to 1300 hours on Saturdays and no working on Sundays or Bank Holidays.
- 3.4.49. This will however be reviewed against relevant guidance and through discussions with RBC. Any exceptions to standard working hours / practices would be agreed with RBC in advance. The working hours will be secured via an appropriately worded condition.

3.4.50. CONSTRUCTION ACCESS / HAULAGE ROUTES, TRAFFIC AND PARKING

- 3.4.51. These will be identified through CEMPs pursuant to each phase or plot.

3.4.52. SAFETY, SECURITY AND FENCING

- 3.4.53. Site traffic will be kept separate from pedestrian and vehicular traffic during construction. Construction work areas will be fenced off from the general public.
- 3.4.54. Traffic barriers and suitable signage will be erected to alert pedestrians and vehicular traffic of the works and the temporary safety precautions that are in place.
- 3.4.55. The existing PRow in the north and western area of the Site, will be closed during the construction works and designed into the Proposed Development.
- 3.4.56. Routes will be clearly signed, well maintained and adequately illuminated.

3.4.57. CONSTRUCTION COMPOUNDS

- 3.4.58. The location of the construction compounds are currently unknown, this detail will be provided as part of subsequent reserved matters applications and secured through planning conditions as necessary.

3.4.59. TEMPORARY DRAINAGE SOLUTION

- 3.4.60. Drainage mitigation measures will be and implemented during the construction phase, please refer to Volume 1, Chapter 12: Water Resources, Flood Risk and Drainage for further detail.

3.4.61. SITE CLEARANCE

- 3.4.62. Clearance of the Site in preparation for the construction works will be undertaken using mechanical plant and craneage. Licensed waste carriers will deliver and collect waste skips.

3.4.63. VEGETATION REMOVAL, WORKS AND RETENTION

- 3.4.64. An arboricultural survey has been undertaken for the Site which has informed the design of the Proposed Development, the trees and hedgerows have been retained wherever possible. An Arboricultural Impact Assessment has been prepared separately as part of the planning application which covers the potential arboricultural impacts and mitigation measures for the Proposed Development.
- 3.4.65. In addition, an assessment of the potential impacts and mitigation requirements on hedgerows, Ancient Woodland and Ancient and Veteran trees is provided in Volume 1, Chapter 7: Ecology of the ES.

3.4.66. CONSTRUCTION PLANT

3.4.67. The construction plant was not known at the time of writing. However, for assessments within this ES, assumptions have been drawn from BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites part 1'.

3.4.68. CONSTRUCTION WASTE

3.4.69. The main contractor will be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials.

3.4.70. IMPLEMENTATION OF MITIGATION IDENTIFIED IN THE ES

3.4.71. It is anticipated that the mitigation measures identified in the ES will be implemented and secured through the reserved matters applications and secured through planning conditions as necessary.

3.4.72. KEY CONSTRUCTION PRACTICES

3.4.73. It is likely that the construction works will be undertaken in accordance with the UK's 'Considerate Constructors Scheme' to help ensure that contractors carry out their operations in a safe and considerate manner, and actively minimise environmental risks.

3.4.74. In accordance with the Environment Agency's Pollution Prevention Guidance Notes, all construction works will be undertaken with suitable temporary drainage and pollution prevention measures in place. Further information on construction pollution mitigation measures is outlined in Volume 1, Chapter 12: Water Resources, Flood Risk and Drainage.

3.4.75. Further construction practices and mitigation measures are referred to in technical chapters 6 to 12.

3.4.76. A Construction Environmental Management Plan (CEMP) will be prepared, it is envisaged that this will be prepared pre-construction and secured by planning condition to consider wider construction related impacts. The CEMP will be 'live' document and it is anticipated that the CEMP will be prepared and implemented through an appropriately worded planning condition.

3.5 REFERENCES

- **Reference 3.1:** National Planning Policy Framework (2024). [Online] accessed via [National Planning Policy Framework - GOV.UK](#) [Accessed February 2025]
- **Reference 3.2:** Rochdale Core Strategy (2016). [Online] accessed via [Core Strategy documents | Rochdale Borough Council](#) [Accessed February 2025]
- **Reference 3.3:** Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 – Statutory Instrument 2020 No. 757.

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