



Construction, Traffic and Ecological Management Plan

Cowm Top Lane, Rochdale

BDW Trading Ltd (Trading as Barratt Homes Manchester)

Ref: H8544-BAH-XX-XX-HS-CL-321300

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- A. Barratt Redrow Standards (BRS)
- B. SHE Forms
- C. Standard Compound Layout
- D. Waste Carrier License.
- E. Waste Management Plan

Introduction

Objectives

The purpose of this construction environmental management plan is to outline how the project will avoid, minimise or mitigate damaging effects on the environment, surrounding areas, and the local community, as well as ensuring compliance with current environmental legislation.

Structure of the Document

This document will Demonstrate Barratt Redrow group policy with respect to environmental protection and controls. It will also consider the site-specific environmental issues and demonstrate what steps are being implemented to avoid, minimize or mitigate against those effects.

Where a particular environmental issue or control measures is reported in greater detail in a specific report, the document will refer to that report for further detail. The report will not be reproduced in this document, due to the size of the document(s).

Where a particular environmental issue or control measure is demonstrated via a drawing, a brief description will be provided in this document with the drawing number referenced in the text of this document and the drawing provided in the “Drawings” section.

Where a particular environmental issue or control measure is covered by the Group Safety Health and Environmental Management System or a Barratt Redrow Standard (BRS), the BRS will be provided in the appendices to this document.

Environmental Policy Statement

To achieve the objectives in terms of environmental controls, the Barratt Redrow Group is committed to striving to:

- Prevent pollution, reduce waste and ensure the efficient use of materials, energy and water.
- Use sustainable, reusable or recyclable products in line with our Sustainable Procurement Policy.
- Ensure that all waste, particularly hazardous or contaminated waste, is tested, transported and disposed of in an environmentally acceptable manner, in accordance with statutory duty of care requirements
- Preserve heritage and minimise noise levels, traffic movements and emission of pollutants, as well as disturbance to wildlife habitats and to public and local ecosystems.
- Review and monitor appropriately its activities and identify issues which could have a significant impact on the environment.
- Minimise risks of environmental incidents through the formulation and adoption of appropriate risk management procedures and, in conjunction with the appropriate authorities, to maintain an emergency response with the capability to deal with accidental pollution.
- Consult with our employees and supply chain to enable the effective implementation of and compliance with the policy.
- Provide the necessary awareness and training to enable staff at all levels to understand and contribute to the implementation of this policy.
- Ensure each development has a robust plan in place for the management of waste, from inception through the duration of its construction.
- Seek to assess the environmental impact of all current and likely future operations and integrate environmental issues into business decisions.

Barratt Redrow Group Management System

The Group standards are set out in the Occupational Safety, Health and Environmental Management System (SHE Management System). The SHE Management System is managed by the Group SHE team.

The SHE Management System will be reviewed annually or when changes in Legislation or other statutory requirements are introduced.

The following are mandatory procedures, known as Barratt Redrow Standards (BRS). The BRS's relate to specific processes or work activities and are mandatory requirements to be implemented in the Group, and can be found in Appendix B

BRS 00 Group Safety, Health and Environmental (SHE) Policies and Procedures
BRS 01 Pre-Commencement
BRS 02 Risk Assessment
BRS 05 Accident, Incident Reporting & Environmental Reporting
BRS 06 Monitoring, Reporting & Auditing of Safety, Health & Environmental Standards
BRS 07 Development, Induction & Safety, Health & Environmental Briefings (SHEBs)
BRS 26 Safety Health and Environmental Aspects and Impacts Register
BRS 27 Trees, Plants and Animals
BRS 28 Chemical Storage, Discharge and Spillage
BRS 29 Waste Management
BRS 31 Crisis Management Response Plan
BRS 33 Asbestos
BRS 38 Excavating/Driving Piles/Digging
BRS 41 Development Security and Signage
SHE Form 10 Site Water Management Inspection
SHE Form 10A Site Surface Water Management Inspection Close-Out
SHE Form 92 Permit to Discharge to Watercourse
SHE Form 93 Record of Water Sampling

Project

Site Description

The site is the former open greenfield off Cowm Top Top, Rochdale. Cowm Top Lane is to the North. To the southern boundary is Trows Lane. The eastern boundary is bounded by the A627(M) motorway/M62 Junction. To the south of the site are several Lodges/Ponds used for Recreational fishing, owned and managed by Rochdale & District Angling Society. These Lodges are on an ordinary watercourse, which ultimately drain to Trub Brook to the East. Public Rights of Way bound the site to the northern boundary (Cripplegate Lane/FP24) and the western boundary (FP25).

Development Proposals Outline

The proposal is to construct 445 No low rise residential properties, Site Roads, Site Infrastructure, and Public Open Spaces. The planning layout can be seen in Appendix A

Planning Context

The site was granted reserved matters planning by Rochdale MBC. Decision Notice Number is 22/01190/FUL.

Programme

At the time of writing this report, Remediation works are anticipated to commence in XXXX.

Road and sewers are anticipated to start in XXXX

The first house completion is anticipated to be XXXX

The development is anticipated to be completed in XXXX, subject to build rates and sales.

The approved Phasing and Delivery Plan is shown in the drawings sections.

Hours of Construction and Deliveries

Working times for the project are:

Mon-Fri 7am-6pm

Sat 9am-2pm

No working on Sundays or Bank Holidays

If any work is necessary outside the above hours of work, this will only be done with prior written agreement from the local planning authority.

Site Access Restrictions

There are no site access time/date restrictions, except for the allowable working hours shown above.

Contact Details

Divisional Office Contact Details

BDW Trading Ltd – Barratt Manchester Division.

Adamson House,
Towers Business Park,
Wilmslow Road,
Didsbury,
M20 2YY

(Office Hours 9am to 5pm Monday to Friday)

0161 872 0161

Out of Hours Contact Details

0345 601 6084

Remediation Phase Contact Details

TBC

Other Useful Contact Numbers

Emergency Services

999 or 112 (Emergency)

101 (Non-Emergency)

Environment Agency – General Enquiries

03708 506 506

Environment Agency
Floodline 0845 988 1188

Rochdale MBC Noise Nuisance and Environmental Health.
Tel: 0300 303 8871

Traffic Management Plan

For construction traffic routes approaching the site on existing highways, refer to the Construction Environmental Management Plan drawing. The primary site access will be off Cowm Top Lane.

Details of the agreed access/egress routes will be issued to all suppliers and subcontractors. This will be policed as far as practical but it must be recognised that the contractor has no jurisdiction over the vehicles once they have left site. Verbal and written briefings will be provided to all suppliers, contractors and visitors whilst also making them aware of any restrictions that they should adhere to when accessing the site.

Any unsuitable routes for large equipment will be communicated to all parties.

A comprehensive set of Highway Condition Survey Photos have been taken for all the site approach routes, prior to works commencing, and have been provided to Bury MBC. Photos are available upon request.

For construction traffic within the site, refer to the Construction Environmental Management Plan Drawing.

Site Boundary Treatments

For Permanent Boundary Treatments refer to the Boundary Treatment drawing.

Proprietary fencing/hoarding will be erected to the full site boundary in accordance with designs and/or manufacturer's recommendations to secure the perimeter of the site. This may be a phased approach dependent upon the phased release of remediation phasing.

All signage and site boundary hoardings are to be kept clear of any highway visibility splays required to maintain safe movements in and around the site.

Site Access Proposals

Permanent Site Access

For permanent site access proposals refer to the Construction Environmental Management Plan Drawing. A single permanent site access is proposed off Cowm Top Lane.

An Emergency Access is proposed off Trows Lane. This is to be closed to normal traffic by collapsible bollards.

All signage and site boundary hoardings are to be kept clear of any highway visibility splays required to maintain safe movements in and around the site.

Temporary Site Access(es)

Initial remediation phase construction traffic shall access and egress the site via Cowm Top Lane.

There may be a short period when the S278 highway improvement works are being completed to Cowm Top Lane, where a Temporary Access off Trows Lane may be utilised. During this period, movements on and off site will be restricted to small vehicles.

Compound Location and Layout

Refer to the Construction Environmental Plan Drawing for the compound location.

The compound location includes Welfare Units, Storage Areas, and Contractor Parking.

A Standard compound detail can be seen within Appendix D.

The construction site provides adequate space for construction staff parking, welfare units and on site storage areas. Construction staff and subcontractors will be made aware on site induction that they are not permitted to park on the local highway network, with regular checks being made by site management. Having regard to these measures and given the amount of space available within the site, no construction staff or subcontractor parking will occur on the local highway network.

Construction & Delivery Vehicle Routing

Construction & delivery vehicle swept paths are shown on the Construction Environmental Plan Drawing.

There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear, and turn around in the site before exiting in a forward gear onto the operational public highway.

There must be no storage of materials on the public highway at any time.

There must be no standing or waiting of machinery or vehicles on the public highway at any time.

Vehicles must only access the site using a designated vehicular access point.

There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.

Signage Arrangement

Directional Signage will be deployed along the local highway network, at locations and specification agreed with the local highway authority. The signs will be risk assessed, installed, maintained, renewed and removed by insurance backed specialist signage contractors.

Sales signage will be installed within the site boundary at the location as shown on the Construction Environmental Plan Drawing.

All signage and site boundary hoardings are to be kept clear of any highway visibility splays required to maintain safe movements in and around the site. Signage location is also to be considerate to the existing residents in the immediate vicinity of the site.

Control of Noise & Vibration

It is important to consider the impact of the construction site on the local environment. This will include understanding where the nearest sensitive source or residential receptor is, the general ambient noise level in the area and having an understanding of what the impacts will be, given the duration, scale and type of construction and demolition required.

In order to minimise the impact of noise and vibration on the local community, wildlife habitats and any other sensitive receptor, the following principles should be applied, wherever practicable.

Working will only be permitted within the approved working hours as set out above. Vehicles deliveries and plant movements will not be permitted outside of these hours, unless by prior agreement with the LA Environmental Health Officer.

Locate the site access and the material storage away from sensitive receptors. Hoardings to the site boundary should be used for security and to reduce the impact of noise escaping the site.

Circulatory routes will be provided where practicable in order to avoid the need to reverse, and thus reducing the noise from reverse warning systems. Where reversing is unavoidable, designated turning areas should be provided as far from the sensitive receptor as practicable.

Delivery routes and vehicle holding areas will be chosen to avoid built up occupied areas, where practicable. Refer to the Construction Environmental Plan Drawing for traffic management routes.

Where a generator is required, they should be timed to operate only within required hours, where practicable. The generators should also be "Super Silent" type, and stored within a hoarding or screened compound to reduce the impact on the local environment.

Ensure adequate planning within the project to prevent noise generating from double handling of materials and overlapping of high noise activities.

Large concrete pours to be started as early as possible, within normal working hours, to avoid overruns.

When working within a building, wherever possible ensure all openings (i.e. windows and doors) are sealed.

Before works commence, the site workforce will be fully briefed on the need to keep all noise generated to a minimum. Shouting and raised voices are not permitted other than in cases where warnings of danger must be given. Radios will not be played at a volume that is likely to disturb local residents.

It is the Site Manager's responsibility to ensure that good practice is being adhered to. Where excessive noise or vibration is being experienced, the activity should be stopped immediately, until an improved method can be employed, or screening measures can be implemented.

Where existing properties are expected to be impacted by noise and vibration, a letter drop will be provided prior to the works to inform of start dates, expected duration of the operation, and providing contact details for queries.

All noise and vibration complaints will be recorded and where possible the cause(s) will be, identified. Appropriate measures to reduce noise or vibration will be undertaken in a timely manner, and recorded.

A log book to be kept of all complaints, together with details of any action taken to deal with the

complaint and made available to the local authority when asked.

Site Lighting during Construction Period

Low Energy Security Lighting with PIR Sensors are provided to the compound area only, the locations of which can be seen on the Standard compound details within Appendix D.

Driven Piling Works

Driven Piling operations are used only where depth to bearing ground conditions are too deep to use a traditional spread foundation type, or where ground conditions preclude the use of other foundation types.

The impact of driven piling can often results in nuisance noise and vibration for local residents and sensitive receptors, and in some cases could cause damage to existing buildings. Where driven piling cannot be avoided, Barratt will endeavor to minimise the impact of driven piling operations wherever possible, by using good practices, using experienced contractors, and using good communications with the local community.

Driven Piling works will be carried out, where practicable, in batches, to ensure the duration of nuisance is minimal.

Where piling operations is expected to impact the local residents, a letter drop will be provided at least 1 week prior to works commencing, to inform of start dates, expected duration of the operation, and providing contact details for queries. The Construction Environmental Plan Drawing Plan shows the location of the existing properties which will be notified of the piling works.

Residents of existing properties within close proximity to the site, or where damage to the property is at greater risk from piling operations due to the property age or condition, will be offered, by letter drop, a free visual inspection of their property to ensure that the property is structurally sound, and not susceptible to damage due to vibration. The inspection will be carried out by a qualified Structural Engineer or Chartered Building Surveyor. A photographic record of the property will be taken and kept on record for future reference. The photographic report may be provided to the homeowner/resident upon request. For privacy purposes the report will only be provided by post to the property address upon request. The Construction Environmental Plan Drawing shows the location of the existing properties which will be offered the free visual inspection.

Where a piling operation is close to existing properties, vibration monitoring will be carried out, usually at the closest affected property. The vibration monitoring equipment will be continually monitored for the duration of the works.

BS7385-2 notes that the probability of damage tends towards zero at 12.5 mm/s peak particle velocity.

Guide values for vibration relating to cosmetic damage shown in BS7385-2:1993 states peak particle velocity (PPV) value of up to 10 mm/sec is tolerated for low frequency vibration, however for continuous vibration the standard states that the PPV should be halved.

For vibration levels peaking above 10mm/s, at the monitoring point, piling should cease immediately, and mitigation measures to reduce vibrations will be discussed with the piling contractors.

For vibration levels consistently above 5mm/s, at the monitoring point, piling should cease immediately and mitigation measures to reduce vibrations will be discussed with the piling contractors.

Noise and vibration can be minimized by:

- Using a modern, well maintained piling rig and enclosed hammer.

- Suitable packing between the hammer & pile.
- Consider the orientation of the piling rig.
- Pre-bore the pile positions.
- Reduce the hammer drop height.
- Reduce the pile load & increase the number of piles.
- Increasing the distance between the piling rig and the receptor.
- Screening of the rig (reduces noise only).
- Using a tubular steel driven pile (reduces vibration only).
- Using an alternative piling technique such as augered piles.

The use of dry timber packers between hammer and pile is to be avoided to reduce the likelihood of smoking/combustion due heat generated by the hammer blows.

Control of Dust

The development shall include dust suppression measures and the methods to monitor emissions of dust arising from the development. The approved dust suppression measures shall be maintained in a fully functional condition for the duration of the construction phase.

This plan will be monitored by the Site Manager to ensure compliance throughout the development programme.

Visual dust monitoring will be undertaken continually, on-site and off-site. Particular attention to should be paid to sensitive areas, such as near existing properties, public parks, or wildlife habitats. Weekly Monitoring of dust is to be carried out by the Site Manager and logged in The Site Diary - SHE form 16.

Forward planning for dust mitigation measures should be considered throughout the year, but particularly in periods of dry weather.

Access to a site water supply will be provided at all stages in the project for dust control should it be required.

If excavations are carried out in dry weather, increased water spraying will be required to ensure that the surface material remains damp. In wetter weather, greater attention will be required to ensure that mud does not leave the site through vehicle cleaning, which if deposited on roads, will produce dust when dry.

Roads should be surfaced as soon as possible during the construction programme, to minimise mud collected on vehicle wheels. Completed roads on the site are to be regularly cleaned by Water Assisted Road Sweepers, at regular intervals, AND upon request of the site manager.

Speed limits of 10mph will be introduced for all construction and site traffic.

Throughout the construction process, care will be taken to ensure that dust produced from vehicles delivering and removing materials to and from the site is minimised. This will be achieved by ensuring that drop heights are kept to a minimum and that dusty loads are sheeted. Vehicles entering and leaving sites will also be covered to prevent escape of materials during transport.

Material storage compounds will be screened by hoardings, where practicable.

Excavations and Earthworks should be damped down during prolonged dry weather to minimise dust.

Topsoil should be left unstripped as long as possible in order to minimize potential for dust. Where topsoil has been stripped, it should be re-vegetated as soon as practicably possible.

Stockpiles of soils should be sealed in bunds or mounds and not allowed to dry out. Steep side slopes and sharp changes in direction should be avoided. Stockpiles should be covered, seeded, or fenced, where practicable. Stockpiles should be away from site boundaries as far as practicable. Stockpiles should be damped down during dry weather to minimise dust.

The grinding, sawing and cutting of materials shall be carried out using suitable dust suppression techniques such as water sprays or local extraction.

Skips and Chutes should be covered where practicable. Drop height into skips and chutes should be kept to a minimum. Damping down of skip contents with water should be used if required.

Should any demolition be required, separate risk assessments and method statements will be requested which will include the requirements for minimizing dust. These may include Soft stripping inside buildings before demolition, and the use of water suppression where required.

The burning of waste on site is strictly prohibited. All waste material is to be re- used or safely removed from site in accordance with relevant legislation.

All dust and air quality complaints will be recorded and where possible the cause(s) will be, identify. Appropriate measures to reduce emissions will be undertaken in a timely manner, and record.

A log book to be kept of all complaints, together with details of any action taken to deal with the complaint and made available to the local authority when asked.

Wheel Washing Facilities

During the demolition and remediation phase, and where vehicles are expected to be leaving the site boundary, a dedicated wheel wash will be provided for the duration of the import/export operations. This may also be supplemented by a Jet Wash and operative manually cleaning vehicles.

During the house build phase, it is not practicable to provide a dedicated wheel wash at the site boundary, as the site boundary is continually moving positions, therefore, a mobile industrial jet wash and operative will be provided in a designated wheel wash area, particularly during earthworks imports and exports. The Designated Wheel wash Area will be in/around the site compound area shown on the Construction Environmental Plan Drawing.

To minimise the impact on the adjacent highways, roads should be surfaced as soon as possible to minimise mud collected on vehicle wheels. Roads on the site and existing adopted highways are to be regularly cleaned by water assisted road sweepers, at regular intervals, AND upon request of the site manager.

Protection of the Existing / Retained Trees and Hedgerows

This Barratt Redrow Standard BRS27 details the policy and procedures for dealing with Trees, Plants and Animals. The policy and procedures reflects the company's commitment to protecting wildlife.

For site specific recommendations, refer to the Site Specific Arboricultural Impact Assessment.

Habitat Protection, Creation & Management

This Barratt Redrow Standard BRS27 details the policy and procedures for dealing with Trees, Plants and Animals. The policy and procedures reflects the company's commitment to protecting wildlife.

For site specific recommendations refer to the following documents for recommendations.

Arboricultural Impact Assessment 2826_ARB_AIA_01_REV_00
Ecological Assessment 7403.02.002
Habitat Regulations Screening Assessment 8666.001
Landscape And Ecological Management Plan 8666.03.001

Protection of the Watercourses

To the south of the site lies several lodges owned and managed by Rochdale & District Angling Society. These Lodges are on an ordinary watercourse, which ultimately drain to Trub Brook to the East. Trub Brook is a main river.

Works within 8m of an existing watercourse are prohibited except where consent has been provided by The Environment Agency or LLFA.

Surface water and ground water resources could be impacted from pollution, for example, fuel spillages, dust and waste. Surface water from the site will drain via a series of swales and attenuation ponds to an existing pipe on the southern boundary of the site.

Mitigation measures to manage spillages, dust and waste are detailed in other sections of this document. All diesel tanks will be bunded and diesel spill response kits will be located in high-risk areas susceptible to spills. Fuel spill kits are stored in the site compound and at appropriate locations across the development site.

Barratt Redrow Standard BRS 28 provides recommendations for preventing silt run-off from the site. Refer to BRS 28 in Appendix B.

Barratt Homes have commissioned a water quality investigation to inform baseline conditions at the site and the Lodges, prior to development. Barratt Homes Manchester commissioned a monthly water quality monitoring programme, for a period of twelve months, commencing November 2024. At the time of writing this document initial test results are available. Regular testing will be carried out throughout the construction works, to ensure the development is not having a detrimental impact on the water quality to adjacent Lodges.

Silt and Surfaces Water Management

There is potential for the creation of silt during periods of heavy rainfall which if not managed could cause silt pollution which could lead to:

- Pollution of watercourse and harm to watercourse fauna;
- Flooding; and
- Blocking drains causing nuisance issues.

Barratt Redrow Standard BRS 28 provides recommendations for preventing silt run-off from the site. Refer to BRS 28 in Appendix B.

A Silt Water Management Plan will be prepared for all developments near an existing watercourse. The silt water management plan will utilize the proposed Basins and Swales to act as settling ponds for treatment and removal of silts.

Monthly water pollution inspection is to be carried out by the Technical Director's representative and evidenced on SHE Form 10.

Silt protection fences will be employed along the full length of the watercourse to minimise surface silt run-off.

Highway gullies will be temporarily dammed with straw bales to filter SW run-off and reduce discharge to the watercourses. Gullies will be cleaned regularly and replacement straw provided where required.

In order to minimize siltation of any watercourses, the following mitigation measures could be employed:

- A staged approach to vegetation clearance along the watercourse within the site will be implemented. Where topsoil has been stripped, it should be re-vegetated as soon as practicably possible.
- Heras fencing to be erected adjacent existing watercourses to physically prevent incursion or debris entering the watercourse. Fencing will only be removed to facilitate landscaping or diversion works.
- Where silt run-off is expected to be a concern, a silt management plan will be prepared by Specialists prior to the works.
- Leaving grassy areas as catchment or settlement areas;
- Use of grips and straw bales;
- Implementation of swales and pond planting at an early stage of development to reduce silt run-off;
- Surfacing roads as soon as is practicable;
- Regularly scraping and sweeping development roads

Temporary Dewatering from Excavations to Surface Water should only be used where necessary.

Barratt Redrow Standard BRS 28 provides recommendations and guidance for temporary dewatering to Surface Water. Refer to BRS 28 shown in Appendix B.

A water discharge activity permit (from the Environment Agency) is not required when discharging rainwater from an excavation where the below applies.

- Discharge is clean rainwater or infiltrated groundwater which has collected in the bottom of the trench.
- It will not result in suspended solids entering the surface water.
- Discharge lasts no more than 3 consecutive months (the activity may stop and restart but the clock does not restart). If it is likely to go over 3mths then a permit will be required.
- Discharge is only to surface water such as a river or stream.
- The controls are detailed in a method statement for the operation

- Discharge cannot take place within or less than 500m upstream of; Sites of Scientific Interest, Special Areas of Conservation, Special Protection Areas and other nature conservation areas such as nature reserve.

A water discharge activity permit (from the Environment Agency) will be required when using a treatment method to remove silt. This will need to be in place before any dewatering activities take place. Refer to SHE Form 92.

A discharge consent will have monitoring requirements, and these will need to be undertaken at intervals stipulated by the permit and recorded on SHE Form 93.

Irrespective of any Environmental Agency requirement, any dewatering on a Barratt Redrow site will require a Barratt Redrow Permit to be in place before the activity is undertaken. This is to ensure that the correct controls are in place and no environmental pollution is taking place. The permit is to be issued by the Technical Dept and controlled by the Site Manager. Refer to SHE Form 92.

Records of the above must be maintained for a minimum of 2yrs on A-site.

Drainage Strategy

Refer to the document Report on Drainage Strategy to Accompany Planning Application.

Site Waste Management Plan

This Barratt Redrow Standard BRS 29 details the Waste Management policy and procedures. The policy and procedures reflects the company's commitment to waste management as part of our overall Environmental Policy. Refer to BRS 29 in Appendix B.

A Site Waste Management Plan has been produced. Refer to Appendix E.

Barratt Redrow (Formerly BDW Trading) are a registered waste carrier. Registration Number CBDU41881. Refer to Appendix D for waste carrier license.

Unexpected Contamination or Spillage

Barratt Redrow Standard BRS 28 deals with chemical storage and accidental spillage. Refer to BRS 28 in Appendix B for further details.

Reporting of Environmental Incidents

Environmental Incidents to be reported in accordance with Barratt SHE Policy BRS 05. Refer to Appendix B.

- Environmental incidents to be reported include, but not limited to:
- Damage or danger to the natural environment
- Pollution to water or land
- Poaching or illegal fishing
- Dead fish or fish gasping for air
- Watercourses blocked by a vehicle or fallen tree causing risk of flooding
- Flooding from main rivers or the sea
- Illegal dumping of hazardous waste or large amounts of industrial waste
- Illegal removals from watercourses
- Unusual changes in river flow

- Collapsed or badly damaged river or canal banks.

Where the environmental incident involves a risk to life or property, the appropriate statutory authority or emergency services should be notified using the contact details above.

Where an Environmental Incident has occurred, the site manager, or an appointed person, is to report the incident via the “LOGINCIDENT APP” or SHE Form 11.

The Divisional SHE Manager (or other appointed member of the SHE team) will be responsible for ensuring an investigation and report is completed for all reportable incidents and any incidents where a significant failure or near miss has occurred.

Monitoring and Compliance

Barratt SHE policy requires continuous monitoring, reporting and auditing of environmental standards. Refer to BRS 06 in Appendix B.

The Site Manager is to carry out a daily review of the development with the entry in SHE form 16.

A SHE tour of the development is to be carried out by the Site Manager at intervals no greater than 10 days, with entries evidenced in SHE Form 29.

A SHE tour of the development is to be carried out by the Contracts Manager at intervals no greater than 40 days, with entries evidenced in SHE Form 18.

Independent SHE inspections of development is to be carried out by the Group SHE Manager at intervals not exceeding 28 days.

Monthly Water pollution inspection is to be carried out by the Technical Director Representative, with entries evidenced in SHE Form 10.

Communications Strategy

Where existing properties are expected to be impacted by noise and vibration, a letter drop will be provided in accordance with the strategy set out in the “Control of Noise and Vibration” section above.

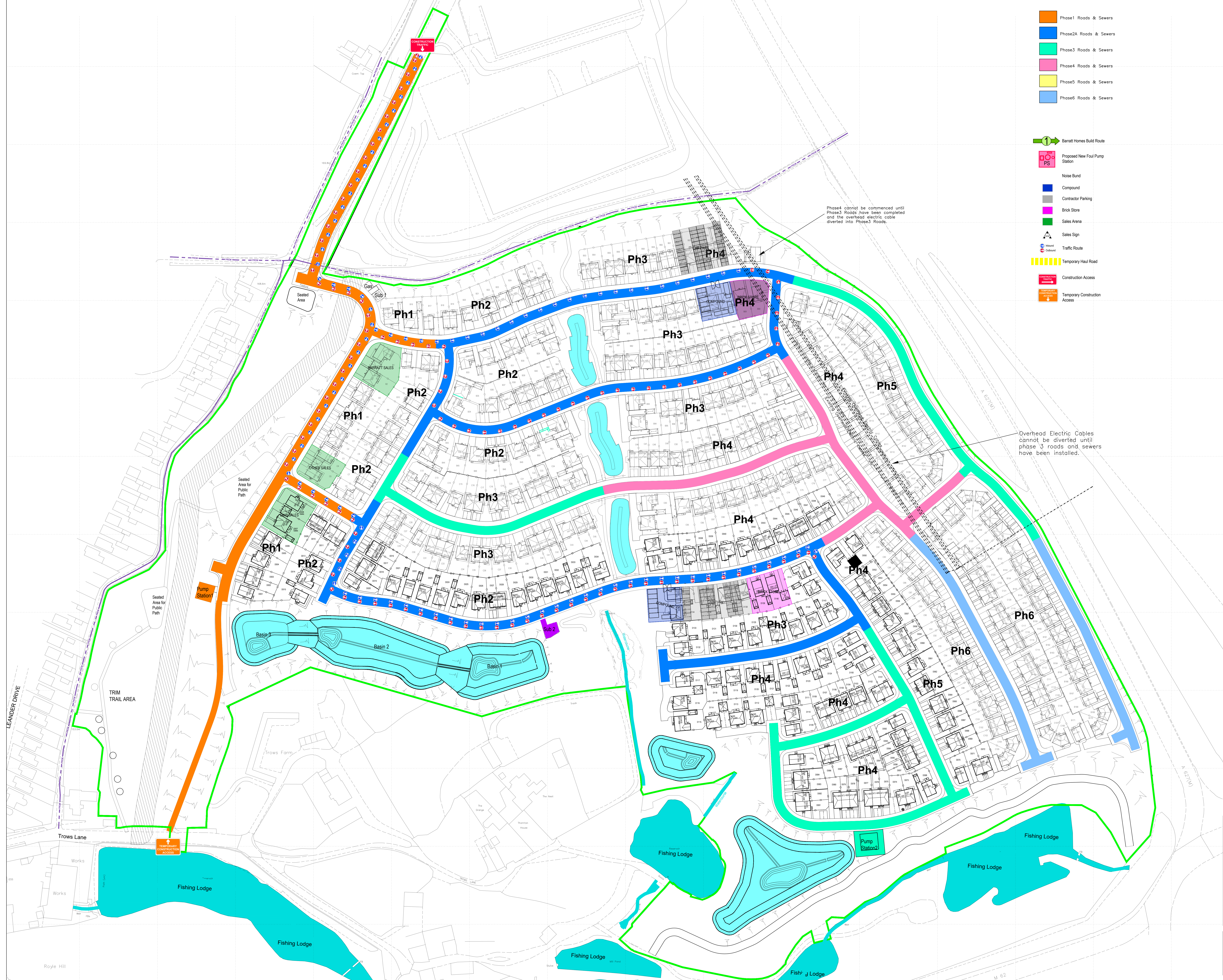
Where existing properties are expected to be impacted by noise and vibration due to Driven Piling, a letter drop will be provided in accordance with the strategy set out in the “Driven Piling Works” section above.

Where works are required to existing adopted highways, all properties taking access off it will be notified of forthcoming works, to inform of start dates, expected duration of the works, any access restrictions, and providing contact details for queries or complaints. The letter will be provided at least two weeks prior to the works commencing.

END

DRAWINGS

Warning to House Purchasers
Buyers are advised that this is a working drawing and the contents of this drawing may be subject to change during the build process. The layout, form, content, and dimensions specified are included for general guidance only. Features or fixtures shown may not be in respect of individual properties. While we make every effort to ensure our drawings are up to date there may still be some minor changes to the drawings. It is recommended that all purchasers and their solicitors check the contents of this drawing and the contents of the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.



Phase 4 cannot be commenced until Phase 3 Roads have been completed and the overhead electric cable diverted into Phase 3 Roads.

Overhead Electric Cables cannot be diverted until phase 3 roads and sewers have been installed.

P02	Phasing to DWI Roads revised, DWI Compound Position revised.	11.07.25	SPG
P01	First Issue	17.06.25	SPG
Revision	Description	Date	Design By

Project: Cowm Top Lane, Rochdale			
Description: Construction Environmental Management Plan			
Drawn By: SPG	Date: Jun 25	Scale of A3: NTS	Revision: P02
Project: H8544 - BAH	Drawn By: XX	Scale of A3: -XX-DR-CL-	Revision: 321301
Do not scale from this drawing. Work to given dimensions only. Any discrepancies are to be reported to Originator.			



BARRATT - CLASSIC PARCEL
SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Rivan Type 50 - End M4(2)	2 Bed Terraced House	866	4	3464
Birchmoor Type 52 - End M4(2)	3 Bed Terraced House	1025	10	10250
Kew - End	2 Bed Terraced House	785	8	6280
Kew - Mid	2 Bed Terraced House	785	2	1570
Newby	3 Bed Detached House	952	8	7616
Mewstone - End	3 Bed Semi / Mews House	970	36	34920
Mewstone - Mid	3 Bed Semi / Mews House (MID)	970	2	1940
Matlock - End	3 Bed Semi / Mews House	970	20	19400
Martham - End	3 Bed Detached / Semi Detached Dual Aspect House	995	6	5970
Martham	3 Bed Detached / Semi Detached Dual Aspect House	995	1	995
Redford	3 Bed Detached	1046	7	7322
Albury - End	4 Bed Townhouse	1209	14	16926
Lavenham	4 Bed Dual Aspect Detached House	1559	13	20267
Willow	4 Bedroom Int. Garage Detached House	1074	22	23628
Harlow	4 Bedroom Int. Garage Detached House	1276	9	11484
Cobham	5 Bedroom Detached	1535	9	13815

Total number of units and square footage171185847

Gross Site Area in AcresN/A

Open Space & Undevelopable Area in AcresN/A

Net Site Area in Acres11.18

Density (Units per Acre)15

Density (Units per Hectare)38

Square Foot / Acre16,623

Percentage NDSS Compliant100%

BARRATT - CONTEMPORARY PARCEL
SCHEDULE OF ACCOMMODATION

Barratt Type	House Type	Sqft	No	Total Sqft
Rivan Type 50 - End M4(2)	2 Bed Terraced House	866	6	5196
Rivan Type 50 - Mid M4(2)	2 Bed Terraced House	866	1	866
Birchmoor Type 52 - End M4(2)	3 Bed Terraced House	1025	4	4100
Birchmoor Type 52 - Mid M4(2)	3 Bed Terraced House	1025	2	2050
Kew - End	2 Bed Terraced House	785	10	7850
Kew - Mid	2 Bed Terraced House	785	4	3140
Holkham	3 Bedroom Int. Garage Detached House	922	9	8298
Brownstone - End	3 Bed Semi / Mews House	934	12	11208
Newby	3 Bed Detached House	952	7	6664
Mewstone - End	3 Bed Semi / Mews House	970	28	27160
Mewstone - Mid	3 Bed Semi / Mews House (MID)	970	6	5820
Matlock - End	3 Bed Semi / Mews House	970	12	11640
Martham	3 Bed Detached	995	2	1990
Martham - End	3 Bed Detached / Semi Detached Dual Aspect House	995	6	5970
Redford	3 Bed Detached	1046	4	4184
Albury - End	4 Bed Townhouse	1209	8	9672
Lavenham	4 Bed Dual Aspect Detached House	1559	5	7795
Cobham	5 Bedroom Detached	1535	5	7675

Total number of units and square footage131131278

Gross Site Area in AcresN/A

Open Space & Undevelopable Area in AcresN/A

Net Site Area in Acres7.93

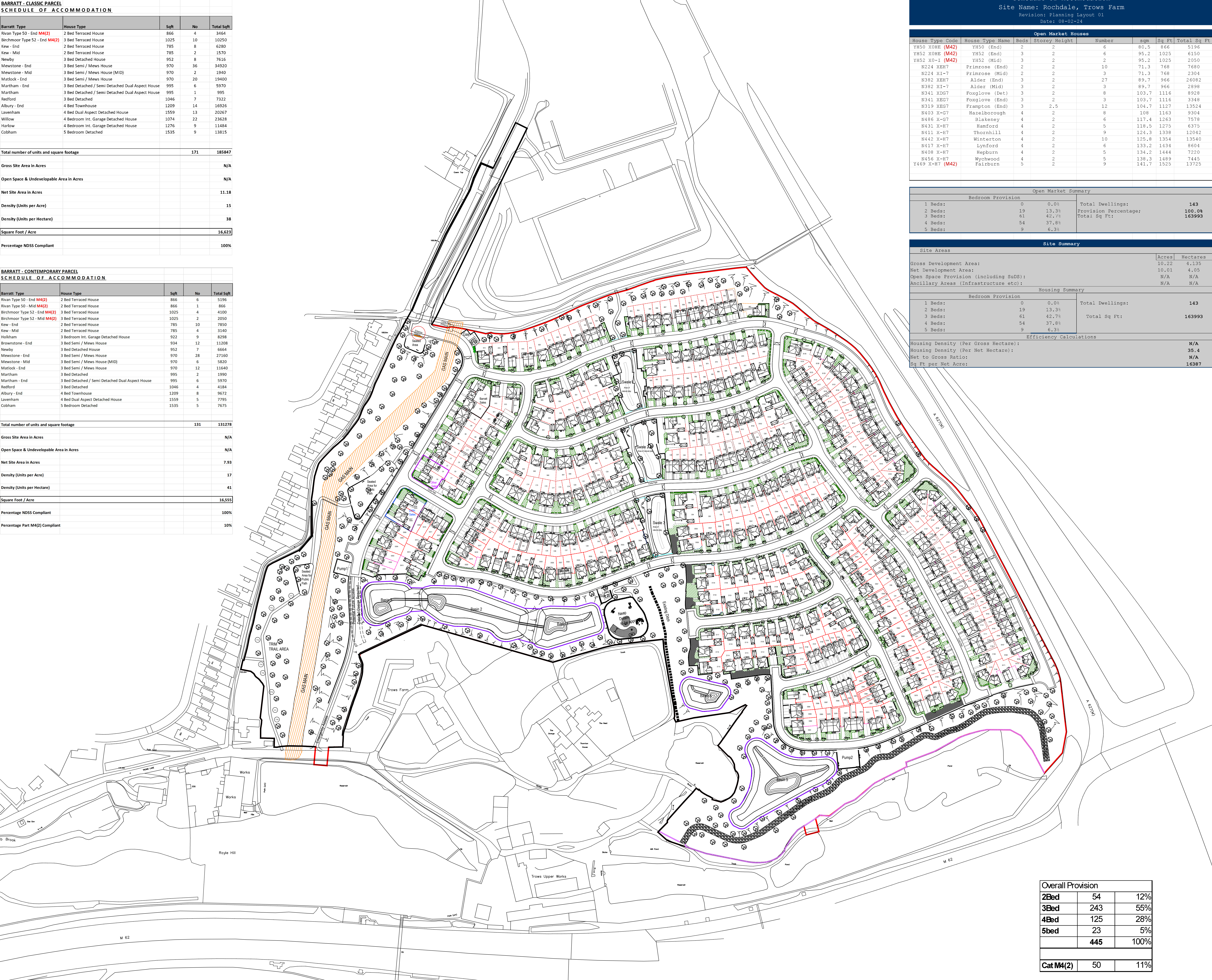
Density (Units per Acre)17

Density (Units per Hectare)41

Square Foot / Acre16,555

Percentage NDSS Compliant100%

Percentage Part M4(2) Compliant10%

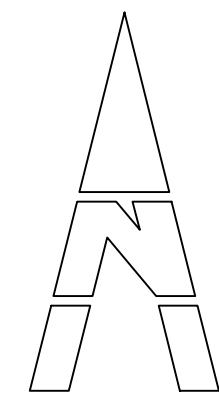


Overall Provision		
2Bed	54	12%
3Bed	243	55%
4Bed	125	28%
5bed	23	5%
	445	100%
Cat M4(2)	50	11%

Warning to House Purchasers
Buyers are warned that this is a working drawing and the contents of the drawing may be subject to change during the build process. The layout, form, content, and dimensions specified are included for general guidance only. Features or fixtures shown may alter or repeat in individual properties. While we make every effort to ensure our drawings are up to date, there may still be some minor discrepancies between the drawings and the actual build. It is recommended that buyers consult with their solicitor and surveyor before entering into a contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

005	Updated DWH layout plots 1-5, plots 24-34, 39 garage, plots 68-69, Plots 84-90, Plots 130-143. Updated house types: Knightswood replaced by the Albany (4 bed) Althorpe replaced by the Lavenham (4 bed) Linsford replaced by the Cobham (5 bed) Culver replaced by the Fairburn (5 bed)	18/12/24
004	Corrected schedule	03/12/24
003	Updated to identify M4(2) plots clearly	24/11/24
002	Fisheries Access Track Amended and boundary treatment to fisheries updated	30/09/24
Revision	Description	Date
005	Planning Layout	
Design By	Date	Scale of A0
JP	01.02.24	1:1000
H8544 - BAH -	XX	-XX -DR - UD - 203001
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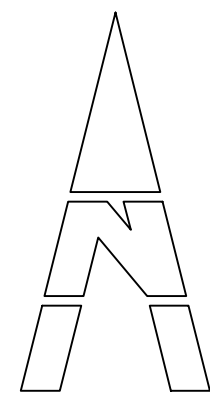
Legend

- A: 1800mm screen Wall with fence panels - *
See Boundary Details
- B: 1800mm closed boarded timber fence*
See Boundary Details
- Timber Gate
- C: Box Hedging* See Landscaping Plan
- D: 1200mm Bow Top Railings* See Boundary Details
- E: 750mm Picket fence* See Boundary Details
- F: 1200mm Estate Railings* See Boundary Details
- G: 1800mm Acoustic Fence* See Boundary Details
- H: 1800mm Wall with Acoustic Fence Panels*
See Boundary Details
- I: 2500mm Acoustic Fence* See Boundary Details
- J: 2500mm Wall with Acoustic Fence Panels*
See Boundary Details
- L: 3000mm Wall with Acoustic Fence Panels*
See Boundary Details
- M: 3500mm Acoustic Fence* See Boundary Details
- N: 1200 high Stock-Proof fence
*See Boundary Treatment Details

005	Updated to Planning layout Rev 05	18/12/24
004	Updated to council comments Removed items on key and adjusted pen settings	03/12/24
003	Updated to clarify all Boundary Treatments to avoid Confusion	22/11/24
002	Fisheries Access Track Amended and boundary treatment to fisheries updated	30/09/24
Revision	Description	Date
Project: Cowm Top		
Boundary (Page 1 of 2)		
Design By: CL	Date: 14.03.24	Scale of A3: 1:500
Drawn By: H854 - BAH -	XX	XX - XX - DR - UD - 203250
Revision	Description	Date
005	Updated to Planning layout Rev 05	18/12/24
004	Updated to council comments Removed items on key and adjusted pen settings	03/12/24
003	Updated to clarify all Boundary Treatments to avoid Confusion	22/11/24
002	Fisheries Access Track Amended and boundary treatment to fisheries updated	30/09/24
Revision	Description	Date

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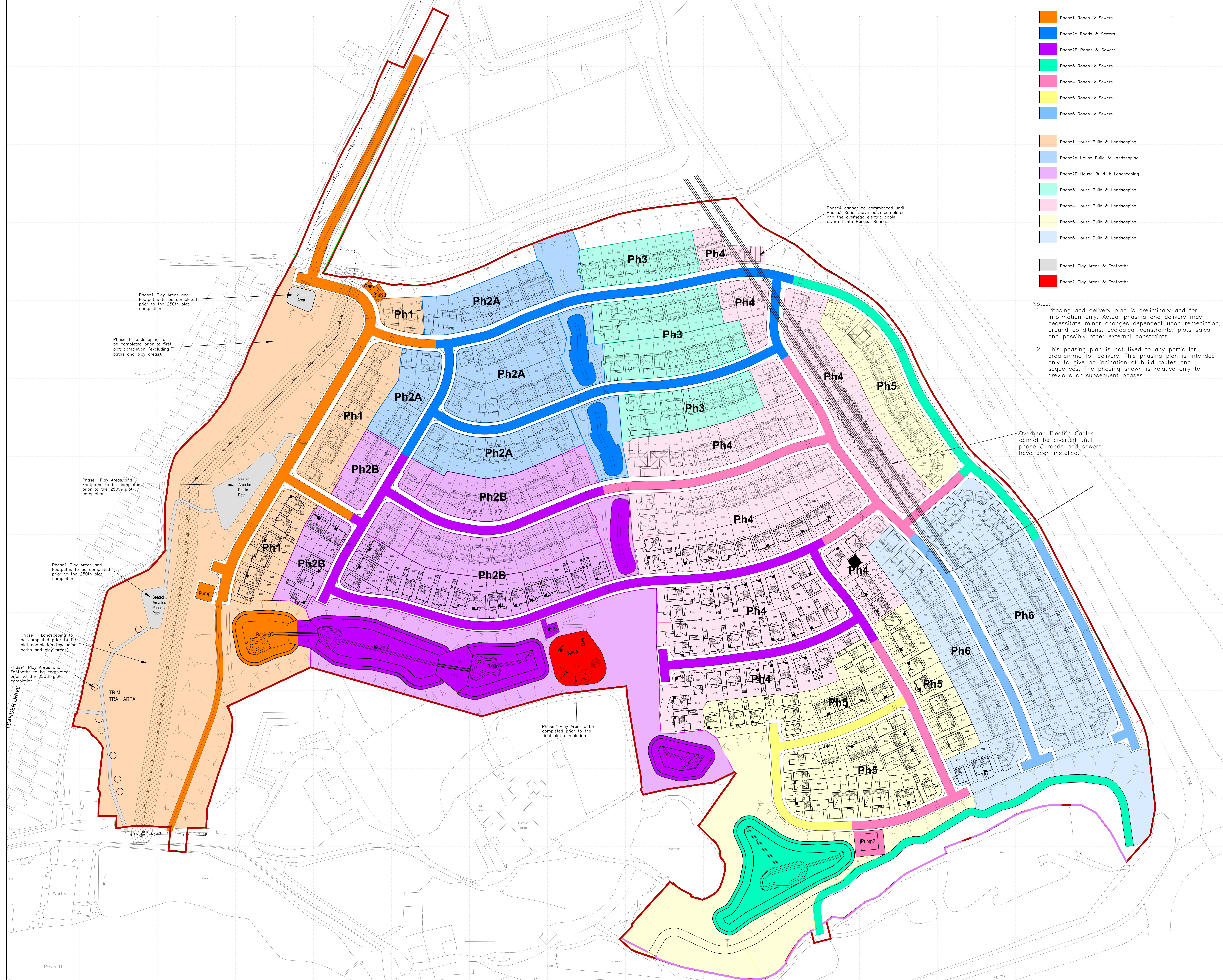
Legend

- A: 1800mm screen Wall with fence panels - *
See Boundary Details
- B: 1800mm closed boarded timber fence*
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005	Updated to Planning layout Rev 05	18/12/24	
004	Updated to council comments Removed items on key and adjusted pen settings	03/12/24	
003	Updated to clarify all Boundary Treatments to avoid Confusion	22/11/24	
002	Fisheries Access Track Amended / Stock Fence added	30/09/24	
Revision	Description	Date	Design B

Project: Cowm Top			
Boundary (Page 2 of 2)			
Drawn By:	Date:	Scale of AD:	Revision:
JP	01.02.24	1:500	005
Project:	Drawn:	Reviewed:	Checked:
H8544 - BAH -	XX	-XX-DR-UD-	203251

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- Notes:
1. Phasing and delivery plan is preliminary and for information only. Actual phasing and delivery may necessitate minor changes dependent upon remediation, ground conditions, ecological constraints, plots sales and possibly other external constraints.
 2. This phasing plan is not fixed to any particular programme for delivery. This phasing plan is intended only to give an indication of build routes and sequences. The phasing shown is relative only to previous or subsequent phases.

P01	Updated to new planning layout Rev P05.				03.01.25	SP0
Revision	Description				Date	Design By
Project: Cowm Top, Rochdale Description: Phasing and Delivery Plan					 	
Drawn By	Date	Scale	Revision			
SP0	Aug 24	1:100	P01			
Project	Originator	Framework	Supplier	Product	Quantity	Number
H8544	BAH	XX	XX	XX	UD	201100

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