



Trub Farm Construction Environmental Management Plan

01/08/2025

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Revision Summary

Rev.	Date	Description of Change	Prepared By	Checked By
0	09/09/2024	Initial Issue	MCI Development	Internal
A	25/07/2025	Pre-development Issue	L.S	V.U
B	01/08/25	Peat and Invasive Species	L.S	V.U
C	18/08/2026	Measures to protect Rochdale Canal SAC	L.S	L.S

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Construction Environmental Management Plan

Trub Farm, Rochdale, OL11 2XG

3 Introduction

This Construction Method Statement has been prepared by MCI Developments in support of the Planning Application at the land of Trub Farm situated north of M62 and to West of Trub Road / for the construction of 158 dwellings.

This statement seeks to deal with the following:

- The hours of construction work and deliveries.
- The parking of vehicles of site operatives and visitors.
- Loading and unloading of plant and materials.
- Siting of compound/ site office, Storage of plant and materials used in constructing the development.
- Wheel washing facilities.
- Details of any piling required including, method (using best practicable means to reduce the impact of noise and vibration on neighbouring sensitive properties), hours, duration, prior notification to the occupiers of potentially affected properties.
- Details of the person responsible (e.g., site manager / office) who could be contacted in the event of complaint.
- Mitigation measures in respect of noise and disturbance during the construction phase including piling techniques, vibration, and noise limits,
- Monitoring methodology, screening, detailed specifications of plant and equipment to be used and construction of traffic routes.
- There shall be no burning of materials on site during demolition / construction.
- A scheme to minimise dust emissions arising from demolition / construction activities on the site.

The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The approved Environment and Construction Management Plan shall be implemented and in force throughout the construction phase of the development.

4 General Site Information

4.1 Location of the Site Compound

The location of the site compound has been strategically placed away from any neighbouring occupier. The location can be found on the attached Route of Build Plan.

4.2 Times of construction activities on Site

Construction works shall not take place outside 08.00 hours to 18.00 hours Mondays to Fridays and 08.00 hours to 13.00 hours on Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority”

4.3 Site Access and Security

The works will include the erection and maintenance of security hoarding. Hoarding will be erected around the perimeter of the site and will act as the site boundary. This will protect people from site dangers and the site from vandalism and theft. This hoarding will be standard 2.4m height hoarding, metal with a surface density of not less than 7kg/m² for normal security and noise limitation requirements.

- Minimum is a solid 2.4m high solid hoarding. No-dig approach, using frame and weighted blocks system
- Carry out a Personal Risk Assessment on our site staff taking into account the risks involved with the location of the project
- The default standard enforced on all projects (unless signed off by the Operations Director) is that all sites have a working turnstile installed at the earliest practicable time
- Due to the nature of the project, gatemen will be employed to manage the site traffic to and from the site
- The site must have in place a signing in/out process of all site deliveries. Subcontractors expecting deliveries must notify the site team to facilitate logistics planning
- Subcontractors must be notified when a delivery arrives; they will then take control of the vehicle and offloading to ensure the safety of both driver and vehicle whilst on and upon leaving site.

4.4 The Parking of Vehicles of Site Operatives and Visitors

All site operatives and visitors must park their vehicles on site. A temporary designated car park will be constructed on site. All visitors and site operatives must utilise the car park only, there is to be no parking on any of the surrounding roads for site operatives. If

additional parking is required, this is to be provided within the development. Please see the attached drawings for further details.

4.5 Loading & Unloading of Plant and Materials

Vehicular and pedestrian access to the site compound will be on site off Trub Road, as indicated on the attached Route of Build Plan. Delivery vehicles will be provided with directions to the site and are required to turn off engines to avoid nuisance upon arrival. A delivery vehicle lay-by and wash down area will be provided at the entrance of the site compound. Delivery constraints will be identified with all suppliers and trade contractors. Deliveries of materials, plants and equipment will be strictly controlled and coordinated to prevent congestion and disruption to traffic using the surrounding roads. There are to be no deliveries between the hours of 8:30 – 9:30 and 14:30 – 16:00 to avoid school drop off and collection times.

4.6 Storage of Plant and Materials used in constructing the Development

The location of the store and plant materials have been carefully located to minimise noise disruption to residents. These will be stored in a secure compound. Please see the attached drawings for the exact location.

Oil and Chemical Storage – These are to be stored within our site compound area (compound location noted on attached drawing). All fuel will be stored in a double skinned tank

or a tank in a suitable bunded area in compliance with the Control of Pollution (Oil Storage) (England) Regulations 2001. Refueling activities will only be undertaken by suitably qualified persons and spill kits will be available within the site compound. All hazardous liquids e.g. oils, lubricants, chemicals and tins of paint be stored in a segregated area in a suitable locked COSHH container.

COSHH assessments will be available nearby for information in the event of any spillage.

4.7 Lighting

Unless stated otherwise below, the construction lighting will be installed in accordance with: GN01:2020, BS EN 12464-2:2014 (Outdoor Workplaces) and the requirements of lowest lux levels and impact on bats. Lighting shall be the lowest average lux levels necessary for safe delivery of each task and shall be positioned and directed to reduce the intrusion into adjacent properties and habitats.

Review of receptors and impact, including up-to-date advice on the location of light sensitive receptors, such as nocturnal species including but not limited to bats (e.g bat friendly lighting guidance), shall be obtained from the Ecology/Environmental Consultant.

Appropriate lighting fixtures, including hoods/cowls and louvres, whether fixed or mobile, will be used where necessary to control lighting direction away from sensitive receptors.

It is intended that the primary source of temporary lighting requirements will be provided by mobile solar lighting towers or similar. These typically operate with a lux level of circa 20 and a lumen output of 10-40k. Generally, the tower would extend up to four metres and include four LED lights which can be directionally adjusted.



Illustration 3.1: Example Solar Tower

Figure 1 - Solar Tower temp. Lighting

5 Water Management

5.1 Water Resources and Flood Risk

Surface water and ground water resources could be impacted from pollution, for example fuel spillages, dust, and waste.

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.
- Blocking drains causing nuisance issues.

5.2 Mitigation

Mitigation measures to manage spillages, dust and waste are detailed in other sections of this document. All the 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.

All options are to be considered for the occurrence of silt/sediment runoff. These include:

- Leaving grassy areas as catchment or settlement areas.

- Battering or sheeting oil stockpiles and locating them away from the watercourses and drains, where possible.
- Protection of drains.
- Use of grips and straw bales.
- Silt fencing; and Dewatering

5.3 Wheel Wash Facilities

During construction works an appropriate wheel-washing system will be provided to remove mud, stones and any other extraneous materials from the wheels and chassis of construction vehicles exiting the site and all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway. The exit from the wheel washing system shall be constructed from hard, nonporous surfacing material and sited as far away from the exit to the highway as is possible given the constraints of the site and the surface shall be kept clean at all times.

Given the scale of the project, the system that will be installed will be a one man operated power hose that will be used when needed. This is to be located adjacent to the site compound/site entrance away from all local water courses. No wastewater from this process is to be discharged via a watercourse. All highway gullies on site are to be fitted with gully bags to act as a filter to prevent any debris entering the system.

Wastewater resulting from the wheel washing system shall be disposed of on-site and shall not be allowed to discharge into the public sewerage system without prior removal of soil, stones and any other suspended material. Wheel washing will be kept under weekly review, with additional measure taken as necessary based on current site conditions and activities.

In addition to providing active wheel wash facilities at the site exit, MCI Developments will also arrange regular (daily or weekly, depending on the time of year and activities on site) visits by road sweepers/cleaners. They will also be brought in to deal with any emergency issues.

6 Environmental Management

6.1 Measures to control the emission of dust and dirt during construction

This section has been written in line with the “The control of dust and emissions from construction and demolition, Best practice guidance”.

Management of dust and dirt during construction will be given high priority to avoid the spread onto any highways accessing the site. The main area of concern is the spread of vehicles entering and leaving the site, this will be managed by ensuring our access roads are dampened down which will be undertaken by a bowser towed behind a vehicle.

Methods of dust suppression during manual works are to be taken into consideration within the Contractors’ method statements. This includes dust suppression kits using water where applicable to minimise the amount of dust created etc.

6.2 Noise and Vibration

Noise and vibration will be caused during the construction of the proposed development. Some of the site activities producing this are: -

- Traffic movements.
- Plant movements.
- Demolition operations.
- Drilling and piling operations.
- Excavating operations.
- General construction activities; and
- Emergency sirens.

To avoid nuisance been caused by any of these activities the following mitigation measure will be in place throughout the construction of the development: -

- Noise and vibration will be limited to the core working hours previously defined.
- Contractors must use “best practicable means” (BPM) to minimise the nuisance from noise and vibration.
- The maintenance and location of the plant will be planned to minimise noise levels and screening will be used where necessary.
- Adherence to noise limits should be included in contractual agreements with contractors. General induction training for site operatives and specific training for staff who have responsibility for aspects of controlling noise from the site.
- Use of most environmentally acceptable and quietly operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/UK Statutory Instrument levels and levels quoted in BS5228.
- Intermittently operating plant will be shut down in the intervening periods between operations.
- Any compressors brought on to site would be silenced or sound reduced models

- fitted with acoustic enclosures.
- All pneumatic tools will be fitted with silencers or mufflers.
 - The excavation and demolition of existing structures will, wherever possible, be undertaken without the use of pneumatic breakers.
 - Wherever possible, the use of hydraulic attachments or other means of crushing concrete and hard materials will be used in preference to pneumatic breakers.
 - Where the use of impact hammers is necessary, their attachment to larger and heavier excavators will be employed to reduce the level of vibration.
 - Care will be taken when erecting or striking scaffolds to avoid impact noise from banging steel. All operatives undertaking such activities will be instructed on the importance of handling the scaffolds to reduce noise to a minimum.
 - Deliveries will be programmed to arrive during daytime hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed to minimise disturbance to local residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.

6.3 Site Monitoring

If the best practicable means are followed correctly, then the formation of dust and harmful emissions from the sites should be minimised as much as possible. However, MCI Developments will look to continuous site monitoring to manage dust and emissions from the construction.

Although we will use our best endeavours to minimise and manage the dust and dirt during construction there may be a minimal amount which would spread from the site, this will be managed by a road sweep which will attend site and ensure all highways are cleaned of any construction dirt.

To allow us to monitor the overall impact of our construction on the neighbouring occupiers an information board will be placed at the front of the site with the site details and contact number for residents to contact MCI Developments customer care department.

6.4 Mitigation measures for the Construction Phase of the Development

Issue	Control Measure
Site planning	- Erect solid barriers to site boundary - No bonfires - Plan site layout - machinery and dust causing activities should be located away from sensitive receptors - All site personnel to be fully trained - Trained and responsible manager on site during working times to maintain logbook and carry out site inspections - Hard surface site haul routes
Construction traffic	- All vehicles to switch off engines - no idling vehicles - Effective vehicle cleaning and specific wheel-washing on leaving site and damping down of haul routes - All loads entering and leaving site to be covered - No site runoff of water or mud - On-road vehicles to comply to set emission standards - All non-road mobile machinery (NRMM) to use ultra-low sulphur tax-exempt diesel (ULSD) where available - Minimise movement of construction traffic around site - Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site
Earth moving works	- Minimise dust generating activities - Use water as dust suppressant where applicable - Cover, seed or fence stockpiles to prevent wind whipping - Re-vegetate earthworks and exposed areas - If applicable, ensure concrete crusher or concrete batcher has permit to operate

Figure 2 - Mitigation Measure for the CPP

The screening assessment has identified potential pollution impacts of the Rochdale Canal SAC and SSSI which may impact the water quality through dust, spills, and improper disposal of waste materials during the proposed construction works and during the operational phase. The pollution impacts may subsequently impact the qualifying flora species and its habitat. As such, all best practice guidance relating to pollution will be adhered to in order to protect the Rochdale Canal SAC.

This will include best practice use of refuelling machinery to avoid fuel spills. Site drainage will need to be considered to ensure that no highly silted or polluted run-off from the site workings will enter the designated site. Stockpiles will be sheeted to prevent silted run-off into the designated site. Works within the access routes will be covered as soon as practicable. All site operatives will undergo a site induction which will brief them as to their working limits and legal responsibilities.

Best practice protection measures as detailed within PPG5 Pollution Prevention Guidelines (2007) are to be put in place to protect the Rochdale Canal SAC. The following control measures would be required during any ground works to ensure there are no

impacts on the statutory site:

- All operational plant will be kept well-maintained.
- Turning off plant when not in use.
- Dampening of the operational areas will be regularly undertaken during dry weather conditions to avoid dust. Dust management will be extended to cover the plant and all operational areas and will be compiled with throughout the period of development.
- Measures to prevent pollutants from entering ground and surface water are standard construction practice through the use of a bunded fuel storage and refueling area at a discrete distance from any watercourses. These measures should be underwritten by spill management equipment being kept on-site and capable of being effectively utilized by trained operatives to contain any accidental spillage within any part of the operational area.
- A toolbox talk should be completed by a qualified ecologist to ensure contractors are aware of the designated site and its ecological importance.
- A 'Site Tidy' protocol is to be put in place on-site. All litter is to be appropriately controlled, whilst on-site materials are to be adequately stored overnight.
- All excavations will be battered at a 45-degree angle, or a ramp installed to allow escape should animals become trapped.

7 Tree Removal and Pruning Works

7.1 Standard of Work

The tree work required in order to facilitate the Proposed Development would adhere to the following standards.

- All tree works shall be carried out in accordance with BS3998:2010 and latest arboricultural best practice.
- All tree work shall be carried out by suitably qualified, competent and insured arboricultural contractors in accordance with Arboricultural Association Standard Conditions of Contract and Specifications for Tree Works (Arboricultural Association, 2008) and BS3998:2010 Tree Work.
- All green and woody waste generated by the tree works shall be removed from site and disposed of in a suitable environmentally sustainable manner e.g. biomass creation, compost facility, wood fuel and/or habitat creation.

When a branch is removed at its point of attachment, injury of the wood and bark of the parent stem or branch above the cut shall be avoided. If a branch collar is visible, the final cut shall be just outside it, and care shall be taken to avoid tearing retained wood and bark when the cut is made. Preliminary cuts shall be made, if necessary, so as to remove weight, before a final cut is made. Care shall be taken to prevent falling branches from harming other parts of the tree (including its roots), its surroundings, people or property.

Heavy branches shall be removed in sections and, where necessary, shall be lowered with ropes.

Prior to the start of any tree works, an appropriate risk assessment shall be produced by the appointed contractor to describe the measures required to fulfil the statutory safety obligations. It shall aim to identify and prioritise the necessary control measures and precautions.

7.2 Timing of Works

The necessary tree surgery works will be carried out before any construction work starts and immediately before erection of protective fencing. Any works will include any trees that require removal in order to facilitate construction and access. No tree works must be carried out unless permission is provided by the local planning authority. Tree works to any protected trees (trees within a Conservation Area or subject to a Tree Preservation Order) that do not require works to directly enable the development to proceed will require a notification/application to be made to the Local Planning Authority. The required tree works shall be completed in accordance with the Detailed AMS's. All works shall be timed to have regard to the phenological cycles of protected species that are associated with trees; notably birds and bats.

7.3 Monitoring

Following erection of the protection fencing and prior to commencement of the construction works of the relevant area, an inspection of the site by the Arboricultural Consultant will be arranged to confirm fencing has been installed in accordance with the Detailed Tree Protection and Removal Plans (to be prepared as part of the Detailed AMSs). Further monitoring visits will be carried out following commencement of the works on site, ideally on at least a monthly basis to ensure ongoing functionality of the construction exclusion zones and to check on tree conditions.

8 Containment, Control and Removal of Invasive Species

8.1 General Information

Works to control invasive species should be undertaken by suitably trained and qualified operatives. All stands of the invasive species should be marked and should be undisturbed until any treatment and eradication works. Stockpiles of contaminated soil and vegetative material should be clearly marked and isolated.

8.2 Physical removal

Physical removal is achieved by the mechanical excavation of surrounding soils. It's important to make sure all plant matter and seeds are removed completely. The plants should be fully excavated, including 5000 mm of earth surrounding the plants to ensure all the roots have been removed. This can be done at any time of the year; however, it is recommended that the plant should be removed in spring or early summer (April-July) when the plant is in flower.

Disposal of all plant material and associated soil via an appropriately licenced waste handler and / or waste facility will ensure that contamination off-site is prevented.

8.3 Chemical treatment

Herbicide application is best done during the growing season – mid-March to the end of October. A specialist contractor should confirm that the herbicide used is selective and will not affect adjacent flora that will be retained in the Site landscaping scheme.

Scrape back 1-2 inches (2.5-5 cm) of bark close to the base of the stem to expose the cambium. The stem scrape should be close to the rooting point (approximately 10-15cm) but always below stem branching. A glyphosate-based herbicide should be dripped onto the scraped area. The manufacturer's instruction should be consulted to determine the appropriate dosage of herbicide. After 6 weeks, reassess and treat missed stems.

Disposal of all plant material and associated soil via an appropriately licenced waste handler and / or waste facility will ensure that contamination off-site is prevented.

8.4 Future contamination, monitoring and responsibility

It is important that regular monitoring is undertaken to assess the regrowth and prevent the spread of any invasive species.

Any regrowth should be eradicated using an appropriate method of treatment

9 Peat Management Strategy

9.1 Protection of Deep Peat During Construction

Prior to any siteworks, the area in the northwest corner containing deep restorable peat soils shall be clearly marked and protected to prevent disturbance. A qualified geotechnical engineer will oversee excavation works and confirm the removal of all unsuitable material beneath proposed structures or infrastructure.

9.2 Peat Excavation and Ground Preparation

Compressible peat deposits have been identified through multiple phases of ground investigation. To mitigate the risk of total and differential settlement, all peat beneath adopted highways, utilities, private drives, and pavements must be fully excavated and replaced with geotechnically competent fill in accordance with MCHW Series 600.

Peat may remain beneath building footprints only where driven pile foundations are used to transfer loads to suitable strata. A qualified geotechnical engineer must oversee the excavation, verify removal of unsuitable material, and document the process with photographs and surveyed extents.

The contractor shall prepare a detailed Method Statement for the safe and compliant excavation of peat, to be approved by the Supervising Engineer prior to commencement. The contractor will remain responsible for verifying and demonstrating full removal.

Backfilling of excavated areas shall be carried out using engineered Class 1 or Class 2 fill, compacted in accordance with the project specification and compliant with Series 600 of the Manual of Contract Documents for Highway Works (MCHW). Compaction shall be validated through appropriate in situ testing methods, such as CBR, plate bearing, or nuclear density testing.

9.3 Peat Removal

All compressible peat deposits identified within proposed building plots, road alignments, and associated infrastructure (e.g. drainage runs, retaining walls, and service corridors) shall be fully excavated and removed. The extent of removal must be confirmed by a supervising geotechnical engineer and shall extend both laterally and vertically to competent underlying strata. Excavations must be safely battered or temporarily supported to maintain stable working conditions.

All works shall be undertaken in strict accordance with the approved method statement and under the supervision of a suitably qualified geotechnical engineer.

Peat may remain beneath rear gardens and landscaped zones where full excavation is impractical. These areas carry residual settlement risks, including movement of

lightweight structures and instability in sloped profiles. Surcharge assessments and careful design of fill-piece are required. Where settlement is deemed unacceptable, localised removal or ground improvement may be necessary.

Where peat extends beyond site boundaries, excavation may require temporary works and coordination with adjacent landowners. Designs must address excavation stability, groundwater control, and plant loading impacts.

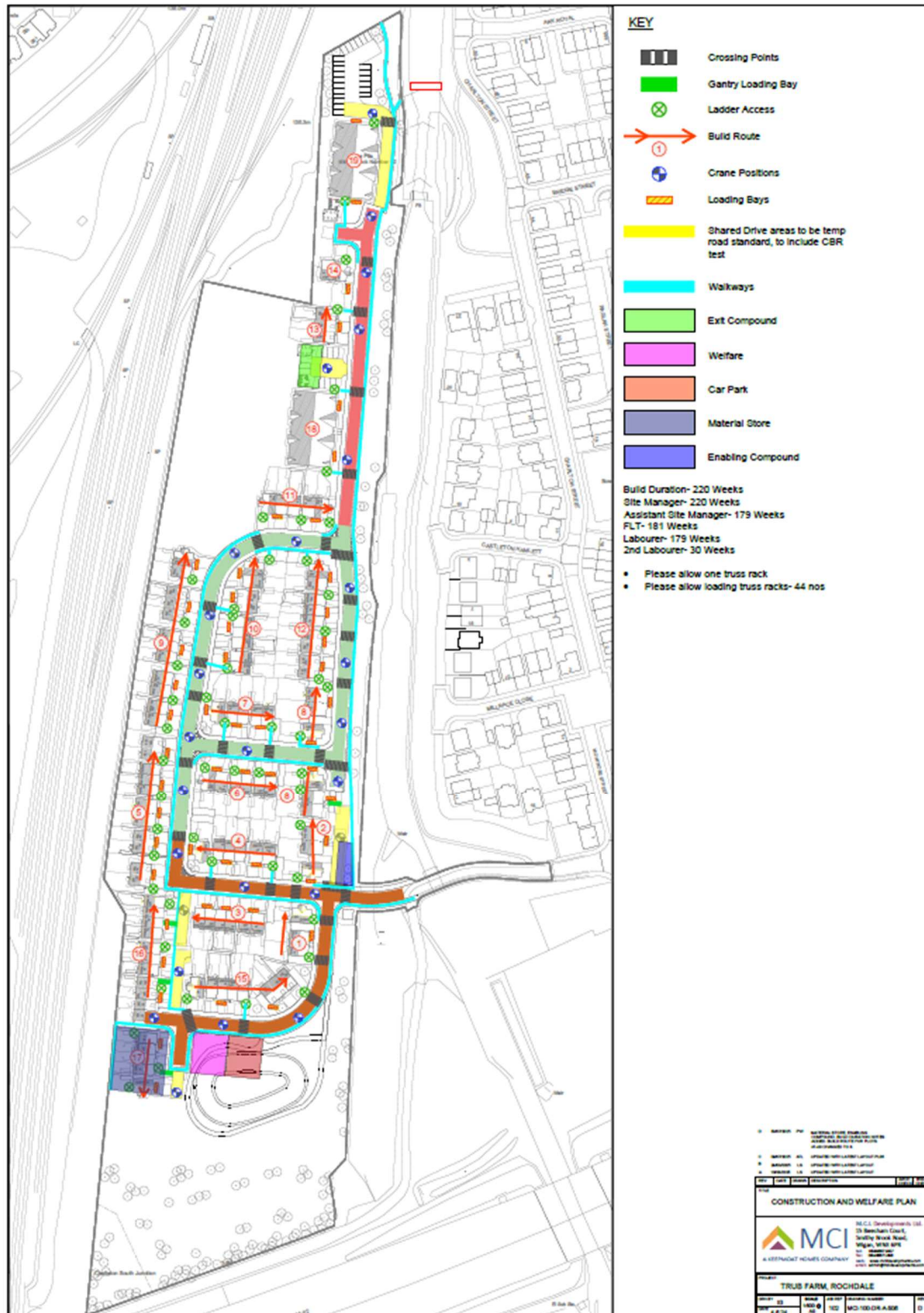
Bulk fill placement over or near retained peat may cause settlement or lateral displacement. A surcharge analysis must be undertaken, and mitigation may include geogrid reinforcement, staged construction, and settlement monitoring using plates or inclinometers.

9.4 Post Construction Peat Management

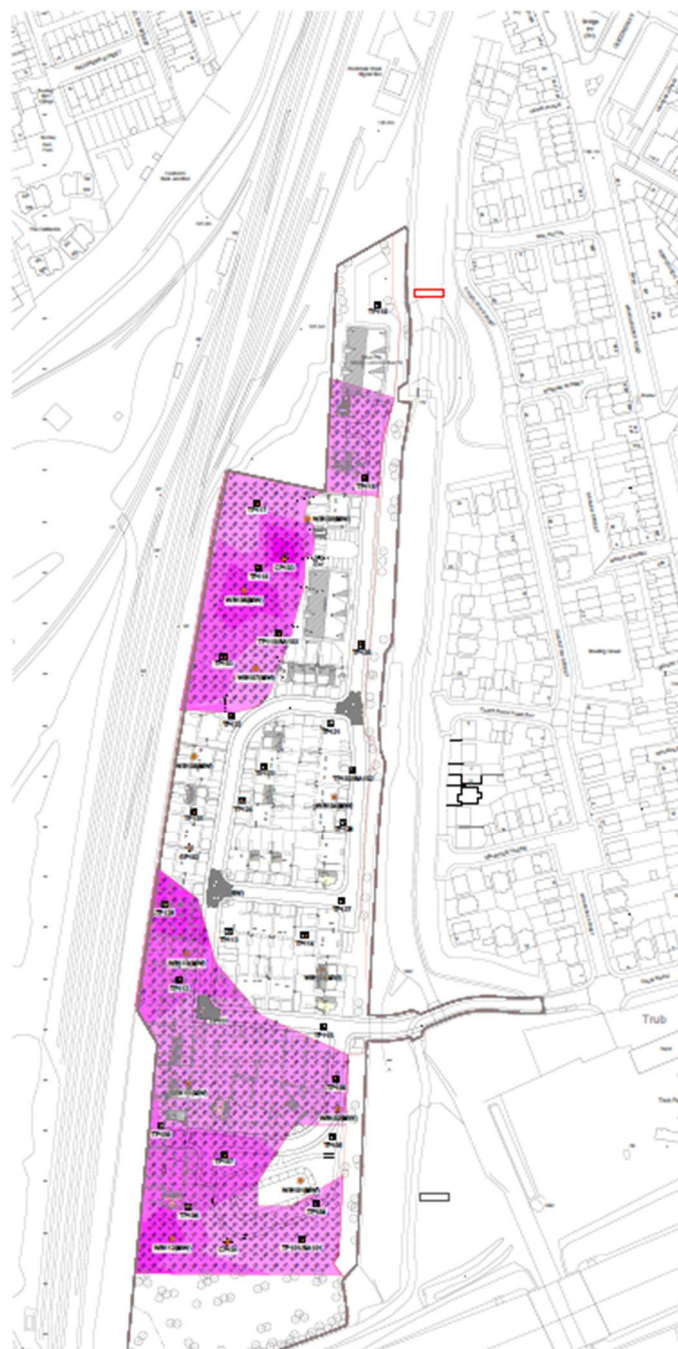
Following construction, areas of deep restorable peat identified during site investigations will be protected from further disturbance. These zones, where peat has been retained (e.g. in gardens or landscaping), will be monitored for potential settlement or instability. Landscaping design will minimise surcharge loading, and any future works in these areas will require appropriate ground risk assessments. The retained peat areas will be clearly demarcated and managed in accordance with the recommendations outlined in the site investigation reports and geotechnical strategy.

End of Report

10 Appendix A – Construction and Welfare Plan



11 Appendix B – Peat Plan



Location Symbols

- Approximate Window Sample Probehole Location (E3P April 2024)
- Approximate Window Sample Probehole Location with Install (E3P April 2024)
- Approximate Trial Pit Location (E3P April 2024)
- Approximate Soakaway Test Location (E3P April 2024)
- Approximate Cable Percussive Borehole Location (E3P April 2024)
- Approximate Hang Auger Location (E3P February 2025)

Peat Thickness (m)

- Thickness of Peat 0.00 - 0.99m
- Thickness of Peat 1.00 - 1.99m
- Thickness of Peat 2.00 - 2.99m
- Thickness of Peat 3.00 - 3.99m
- Thickness of Peat >4.00m