

Condition 8

No part of the development hereby permitted (including demolition) shall be commenced until a Demolition/Construction Management Plan that details the means of mitigation of construction effects has been submitted and agreed in writing by the Local Planning Authority.

All site works shall then proceed only in accordance with the approved management plan unless otherwise agreed in writing beforehand with the Local Planning Authority.

Reason: To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with the National Planning Policy Framework; Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016; Policy WM9 of the Merseyside and Halton Joint Waste Local Plan 2013 and saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

a) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.

Noise Control Measures

The following listed below will be applied to control Noise:

Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use.

- Erect temporary acoustic screen to rear/corner of Unit B and A1.
- No Piling is to be carried out on this site
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid un-necessary noise.
- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning.
- Restrictions on the number of plant items in use at any one time.
- 5mph speed signs will be erected to reduce the speed of vehicle movements.
- Vehicles should be prohibited from waiting within the site with their engines running.
- Hours of operation will be strictly enforced and any deviations other than those previously identified will be programmed and managed effectively.

b) Methods for dust control and suppression.

Standard controls to minimise dust for all our projects include offsite machining of materials as far as necessary, on-tool dust suppression and / or extraction for any cutting which must be carried out onsite. All spoil heaps will be sealed and sheeted/netted as necessary, preventing wind-blown dust and rainfall wash-off. In the event of prolonged spells of dry weather, internal traffic routes will be spray misted to minimise dust generated from plant and vehicle movements, and tarmac areas base coated as early as practical to seal them.

Sensitive receptors have been identified around the site and control measures will be in place to mitigate any negative dust impacts including:

- Damping down any haul routes with water.
- Ensure bulk materials which are stored on site and materials that are transported from site are covered.

- All cutting operations which generate dust will adopt water fed dust suppression methods.
- Ensure Wilson Road is swept on a regular basis to prevent dust build up and transfer.

The site manager will monitor dust continuously during their day-to-day management, with dust soiling checks will take place during periods of high activity or during periods of dry and or windy weather. Monitoring records will be kept on the Procore project management daily log. Along with this, a complaints log book will be available so that in the event of any adverse outcome the cause can be identified and appropriate measures taken to correct and prevent recurrence.

Key Activities:

- Site clearance
- Cut & Fill
- Earthworks
- Site traffic
- Site delivery
- Cutting materials.

Dust Generating Sources and Control Methods:

Item	Dust Source	Dust Control Methods
1	Haulage Routes , Vehicles and Construction Plant	
1.1	Site traffic routes	The site will be stoned up at the earliest opportunity to minimise dust and dirt. The stone will be dampened down with a mobile bowser as required
1.2	Wilson Road and Other Public Roads around the site	A road sweeper will be used to clean the public road as required
1.3	Site traffic management	The site speed limit will limited to 10mph, which help prevent dust clouds
2	Plant and Machinery	
2.1	Exhaust smoke	No black smoke will be permitted. Only well maintained plant and machinery will be used on site. This is supervised by our own Plant Manager
2.2	Operation	All vehicles will be switched off if not in use
2.3	Location of plant and equipment	Consideration to neighbouring dwelling will be given at all times. Regular sharing of construction activities with neighbours to manage expectations
3	Material Handling	
3.1	Material handling	Minimise double handling of materials on site.
3.2	Transport of materials	Use of closed/sheeted tankers/lorries
3.3	Loading of materials	Dampen down dusty materials prior to handling, with drop heights kept to a minimum
4	Material Storage	

4.1	Bulk mortar and cement	Stored in designated area, covered at all times
4.2	Fine dry materials	Stored in containers, protected from the weather/wind
4.3	Storage location	See designated area on site plan
5	Stockpile Management	
5.1	Location	Positioned to minimise double handling and ensure ease of distribution of materials around site
5.2	Stockpile height	Maximum height 2m, fully sheeted with protective secondary fence as required
5.3	Stockpile dust	Stockpiles will be dampened down as required
6	Waste Management	
6.1	Disposal method	No burning will be permitted on site. A dedicated area for storage of waste is identified. All skips will be sheeted. Skips will be emptied regularly
7	Construction Activities	
7.1	Earthworks	Dampened down as required, stoned up and sealed upon completion of activity
7.2	Cutting, grinding, drilling, sawing	Where possible avoided, but if needed to be carried out, we will use noise suppressing equipment and techniques and dust extraction. Water will be used to minimise dust.
7.3	Cutting external pavings and masonry	Use of diamond blade saws with water pumped through to prevent dust

c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type

A method to wash wheels using a jet wash will be employed, as and when needed. We intend to keep hard surfaces down as long as possible to the entrance areas to avoid mud being taken out of the site. A road sweeper will maintain a clean carriageway as required when necessary. We will ensure that an appropriate means of preventing debris from reaching the public highway will be adopted. This will be by good vehicle management on site, good levels of site cleanliness.

A working platform will be maintained across the site comprising of approx. 300mm crushed stone. This will significantly reduce mud and debris being transported on the wheels of the wagons. We will ensure that an appropriate means of preventing debris from reaching the public highway will be adopted. This will be by good vehicle management on site, good levels of site cleanliness. A method to wash wheels using a jet wash will be employed. A road sweeper will maintain a clean carriageway as required when necessary.

Standard controls to minimise dust for all our projects include offsite machining of materials as far as necessary, on-tool dust suppression and / or extraction for any cutting which must be carried out onsite. All spoil heaps will be sealed and sheeted as necessary, preventing

wind-blown dust and rainfall wash-off. In the event of prolonged spells of dry weather, internal traffic routes will be spray misted to minimise dust generated from plant and vehicle movements, and tarmac areas base coated as early as practical to seal them.

Wilson Road and the A5080 are sensitive receptors and control measures will be in place to mitigate any negative dust impacts including:

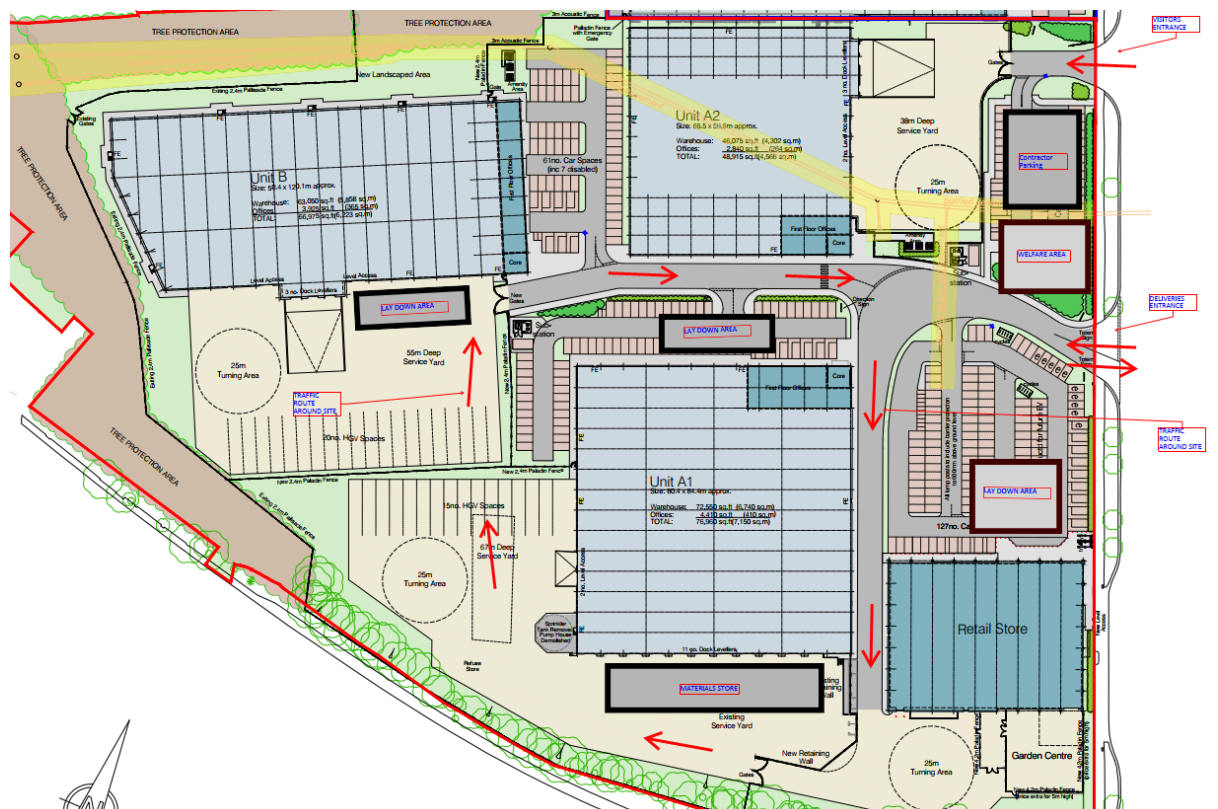
- Damping down any haul routes with water.
- Ensure bulk materials that are stored on site and materials that are transported from site are covered.
- All cutting operations that generate dust will adopt water fed dust suppression methods.
- Ensure Wilson Road is swept on a regular basis to prevent dust build up and transfer.

Efficacy of the controls will be continuously monitored by the site manager with recorded inspections weekly by the site team and at monthly by the HSEQ auditors.

d) The areas for the storage of plant and materials.

The site is several acres with construction operations spread across a wide area, therefore there are various areas identified for lay-down and storage of plant and materials.

The areas are identified below:



Delivery vehicles will vary, with the largest deliveries on articulated lorries and 20 tonne 8 wheeler rigid wagons. Instructions are included in all material and subcontract purchase

orders. A separate delivery entrance will be provided to accommodate waiting vehicles and avoid blocking the main road.

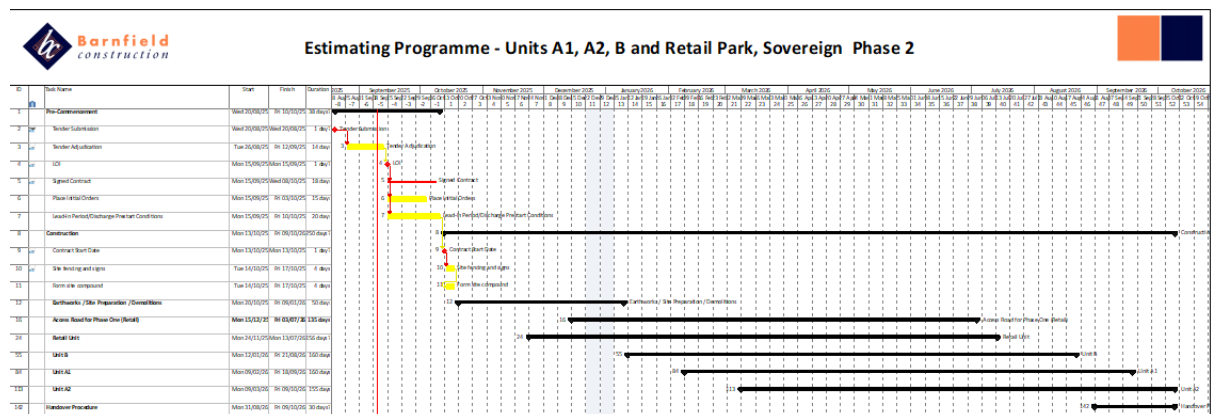
The site is large enough to accommodate the turning round of vehicles within the site. A banksman will be present during site manoeuvres to avoid any risk to pedestrians and vehicles on the local highway. There will be no reversing on public highways.

e) A programme of works including phasing

A programme of works is enclosed, identify the works within phase one of the Sovereign Park development.

Key dates:

- Retail Shell completion July 2026.
- Industrial Units completion early October 2026.
- Retail Fit-Out late October 2026.



f) Location of the site compound including identification of areas for the storage of plant and materials, loading/unloading and turning areas for delivery vehicles and construction staff parking arrangements.

The site is currently fully fenced to side and rear boundaries, we will provide secure heras style fencing to Wilson Road, existing site entrances from Wilson road will be utilised with separate entrances for staff/visitors and delivery vehicles. A contractor's compound, plant, small material storage and contractor's parking are to the north of the site adjacent Wilson Road. Whilst deliveries will be via the existing entrance in the middle of the site, the gates will be set 20m in from the carriageway to allow waiting zones for access and egress from the site.

The site is large enough to accommodate turning circles for deliveries, there will be no reversing on to public highways.

A staff car park is identified to the north of the site on an existing tarmacked area. Staff will access the car park via a dedicated staff/visitor entrance and will be marshalled to the compound area via pedestrian fencing.

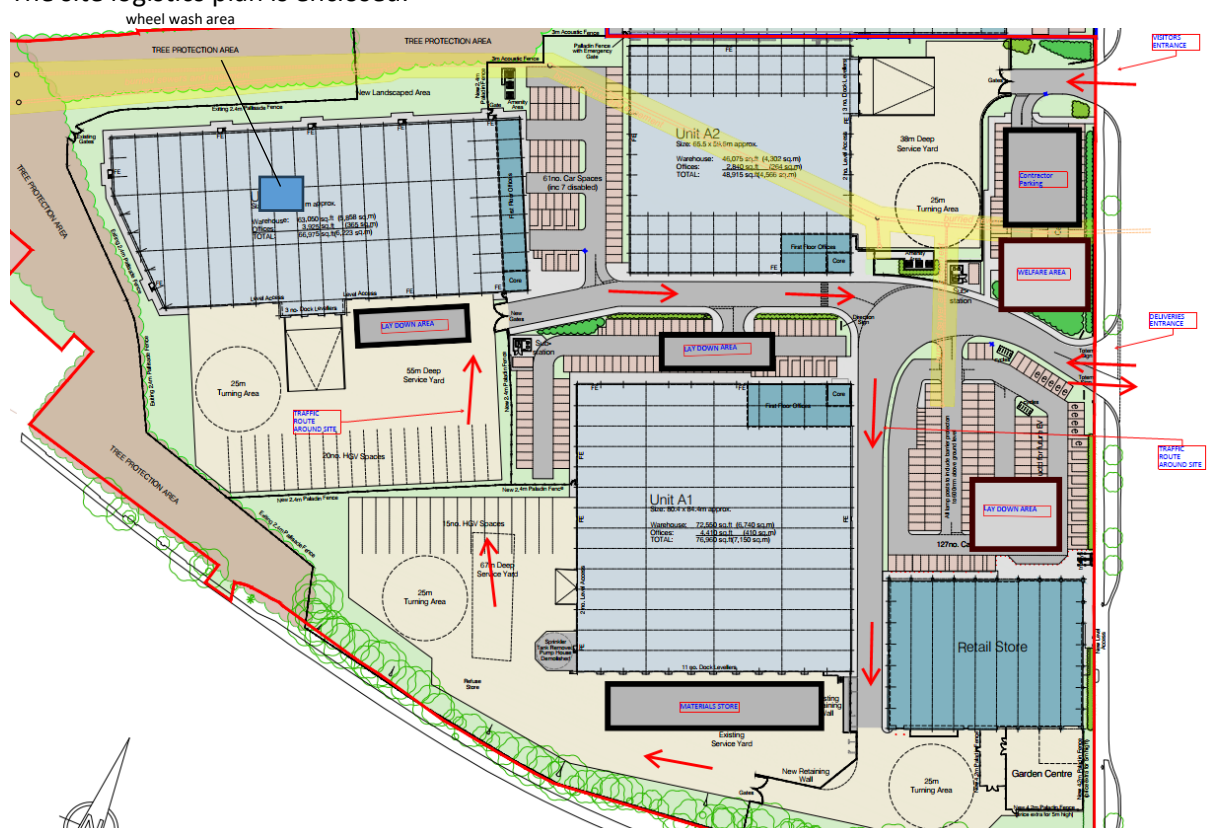
The site manager will brief all Contractors at their site induction about parking on site and procedures for arriving on site. A temporary compound is located within the site area, with limited contractor parking.

It is anticipated there will be a maximum of 20 contractor vehicles on site at any one time. Car sharing will be encouraged and this traffic plan shared with all contractors via our file share system, the Procore project management portal.

The site is large enough to accommodate all contractor parking throughout the construction period.

See site plan for location of contractor parking, welfare, material laydown/storage and site access points.

The site logistics plan is enclosed:



g) Scheme for recycling/disposal of waste resulting from demolition and construction works

Objective

To minimise the environmental impact of demolition and construction activities through the effective recycling, recovery, and lawful disposal of waste, in line with the waste hierarchy and relevant legislation.

Measures

1. Waste Hierarchy

Waste will be managed in accordance with the waste hierarchy (prevention, re-use, recycling, recovery, and disposal as a last resort).

2. Segregation of Materials

- Separate skips and containers will be provided for key waste streams, including: soils, aggregates, timber, metals, plasterboard, plastics, and general mixed waste.
- Signage will be used to ensure clear identification and reduce cross-contamination.

3. Re-use and Recycling

- Materials such as bricks, concrete, and soils will be re-used on site where feasible (e.g. for backfilling, landscaping).
- Recyclable materials (e.g. timber, metals, plastics) will be sent to accredited recycling facilities.
- Excavated topsoil and subsoil will be stored appropriately and re-used within the scheme where practicable.

4. Licensed Disposal

- Waste not suitable for re-use or recycling will be transported to appropriately licensed waste management facilities.
- All movements of waste will be documented with Waste Transfer Notes or Consignment Notes (for hazardous waste) in accordance with Section 34 of the Environmental Protection Act 1990.

5. Hazardous Waste

- If hazardous materials are identified (e.g. asbestos, contaminated soils), they will be managed and disposed of by a specialist contractor in compliance with the Hazardous Waste Regulations.

6. Monitoring and Reporting

- The Site Manager (or appointed Waste Champion) will be responsible for overseeing waste management and maintaining records of volumes re-used, recycled, and disposed.
- A summary of waste management outcomes will be retained on file and made available to the Local Planning Authority on request.

Legislative and Policy Compliance

This scheme will comply with:

- The Environmental Protection Act 1990
- Duty of Care Regulations 1991
- Waste (England and Wales) Regulations 2011
- Hazardous Waste Regulations 2005 (where applicable)

Waste Management

Everyone on site will comply with the waste 'duty of care'; this means we will:

- Store our waste safely and securely on site, (e.g. prevent wind-blown materials such as plastics leaving your site; covered skips and bins will assist in this).
- Prevent any liquid wastes leaching from bins or skips – this includes dry wastes that may become wet, e.g. through exposure to rain; check our waste storage has no holes or damage.
- Develop a site procedure for selecting and managing waste contractors, those that remove our waste, to ensure that they meet our duty of care requirements.

- Only pass our waste to authorised persons and companies.
- Have appropriate duty of care documentation, i.e. completed waste transfer notes or consignment notes for hazardous waste for each load of waste removed from the site.
- Prevent hazardous wastes being mixed with other hazardous wastes or non-hazardous wastes.
- Keep all waste transfer notes and consignment notes for 2 and 3 years respectively.

h) Adequate provision for addressing any abnormal wear and tear to the highway

We do not envisage any damage to the existing highway, we will utilise the existing entrances to Wilson Road and provide 'run-off' zones and wheel wash to prevent debris being carried out Wilson Road.

The highway will be monitored and regularly cleaned should this be necessary.

Objective

To safeguard the condition of the public highway and ensure that any damage or abnormal wear resulting from construction traffic is properly managed, repaired, and reinstated.

Measures

1. Baseline condition survey

- Prior to commencement of works, a photographic/video condition survey of all highways to be used by construction traffic will be undertaken, in agreement with the Local Highway Authority.
- The survey will record the existing condition of carriageways, verges, footways, and street furniture.

2. Routing and controls

- Construction traffic will be limited to pre-agreed access routes to minimise impacts on the wider highway network.
- Wheel washing facilities and road sweeping will be provided where necessary to prevent mud and debris being deposited on the highway.

3. Monitoring during works

- Regular inspections of the agreed access routes will be carried out by the Site Manager (or nominated representative) to identify any deterioration attributable to site traffic.

Compliance

This approach accords with Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses for extraordinary traffic damage.

i) Hours of construction

BCL buying department will inform Suppliers on the site restrictions (Listed Below) when placing orders, instruction included on every purchase order:

Site Delivery Times:

Deliveries to site will be expected between 7.30am – 17.30pm.

Inform Site 30 minutes before arrival:

Banksman made aware so he can escort delivery driver and assist with manoeuvring.

Construction Hours:

Monday to Friday: 08.00am to 6pm

Saturday: 8am to 1pm

Sunday: No works

j) Reasonable avoidance measures for the protection of badgers and hedgehog comprising:

In accordance with the principles of BS 42020:2013 Biodiversity – Code of Practice for Planning and Development and relevant CIRIA guidance, the following Reasonable Avoidance Measures (RAMs) will be applied during the construction phase to ensure legal compliance and minimise the risk of harm to badger (*Meles meles*) and hedgehog (*Erinaceus europaeus*):

- Pre-commencement checks

A suitably qualified ecologist will undertake a pre-commencement inspection of the working area to confirm the absence of badgers, hedgehogs, or their resting places. Should evidence of these species be recorded, works will be suspended, and further ecological advice sought before proceeding.

- Excavations and trenches

All excavations and trenches left open overnight will incorporate a suitable means of escape (e.g. a gently graded earth ramp, scaffold board, or similar). This provision will be in place at all times to reduce the risk of mammal entrapment.

- Pipes and cavities

Open pipework, ducts, or cavities with a diameter greater than 120 mm will be capped or covered at the end of each working day to prevent access by small mammals.

- Storage of materials

Construction materials, spoil heaps, and equipment will be stored in a secure manner that prevents their use by mammals for shelter (e.g. raised off the ground, stored on pallets, or suitably covered).

k) Management of deliveries including prevention of waiting/layover of construction related traffic on the highway, measures for the control of traffic to and from the site and consideration of any temporary traffic management arrangements which may be necessary during periods of construction. Note reversing on the highway is not permitted without a Banksman

Management of deliveries is covered in item f above, a dedicated delivery entrance with gatehouse is identified on the logistics plan.

Objective

To ensure safe, efficient, and considerate management of deliveries and construction-related traffic, minimising disruption to the public highway and ensuring compliance with safety requirements.

Measures

1. Delivery scheduling

- Deliveries will be scheduled in advance and coordinated to avoid peak traffic periods where practicable.
- Our supply chain will receive details of how to access site and a contact number to arrange a meeting time at the entrances gates, where site staff can organise safe access.

2. Prevention of waiting/layover

- Delivery vehicles will not be permitted to wait or layover on the public highway.
- A designated holding area within the site will be used to accommodate early arrivals.

3. Traffic control

- Vehicle movements to and from the site will be managed by trained staff, ensuring safe access and egress.
- Signage will be installed to guide drivers and inform the public of construction traffic routes.
- The use of agreed haul routes will be strictly enforced.

4. Temporary traffic management

- Where works impact the highway (278 works), temporary traffic management measures will be implemented in agreement with the Local Highway Authority.
- Advance warning signage will be displayed to notify road users of any changes.

5. Vehicle reversing

- Reversing on the highway will not be permitted unless a trained Banksman is in attendance to direct the vehicle safely.
- Site layouts will be planned to minimise reversing movements and maximise forward gear entry and exit.

Compliance

All measures will be implemented in accordance with *Chapter 8 of the Traffic Signs Manual, Construction (Design and Management) Regulations 2015*, and Local Highway Authority requirements