



Condition 7

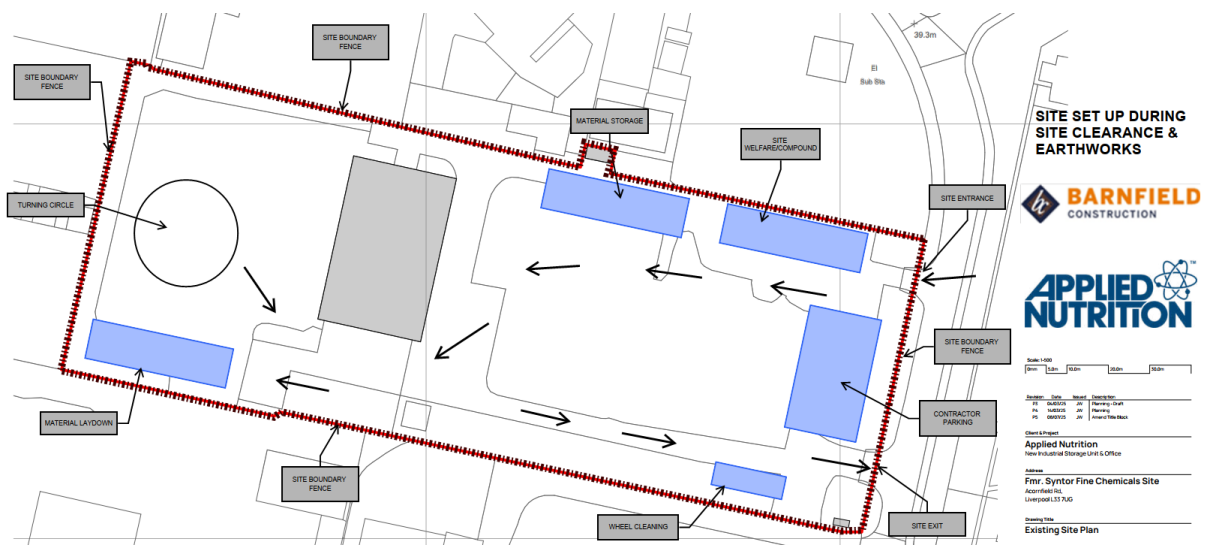
Prior to commencement of development a Construction Management statement and plan shall be submitted to and agreed in writing by the Local Planning Authority that details the means of mitigation of construction effects. This shall include but not be limited to the following:

- a. A detailed layout of the site compound, identifying designated areas for plant and material storage, delivery vehicle loading/unloading, and turning provision (to be provided for each construction phase as required).
- b. A delivery management plan, including measures to prevent waiting or layover of construction traffic on the public highway, controls for site access/egress, and any necessary temporary traffic management arrangements. Reversing on the highway is prohibited unless directed by a trained Banksman (RoSPA or equivalent).
- c. Arrangements for the parking of construction staff vehicles.
- d. Measures to prevent the transfer of mud and debris onto the highway, including the location, type, and operation of wheel washing facilities.
- e. Methods for dust control and suppression.
- f. A programme of works, including details of construction phasing where applicable.
- g. Provision for addressing any abnormal wear or damage to the highway network, where relevant.
- h. Measures to minimise noise impacts.

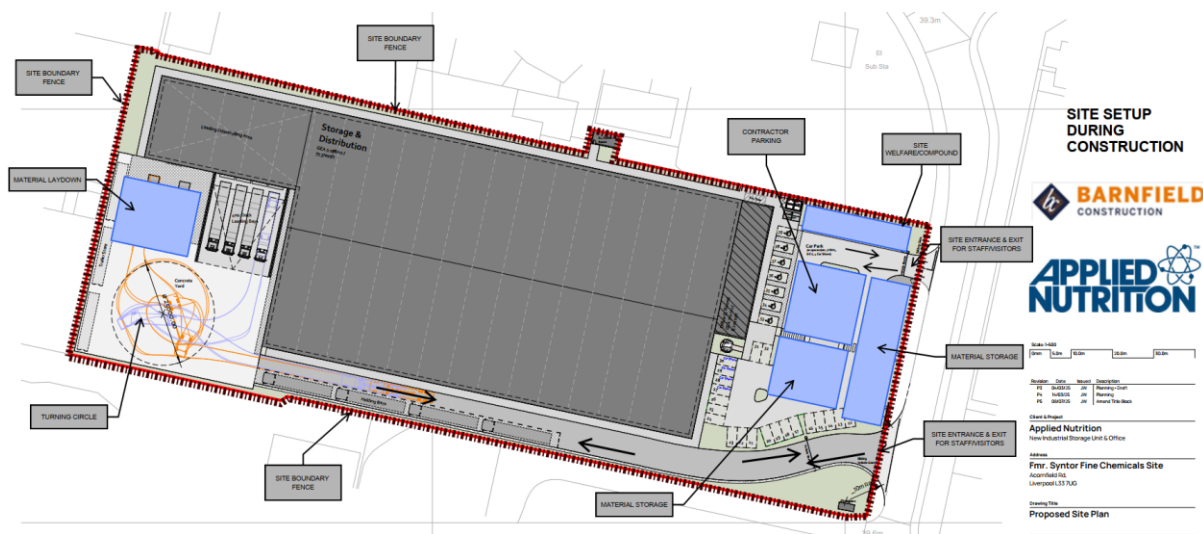
Reason: To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with saved Policies H5, and ENV2 of the Knowsley Replacement Unitary Development Plan, adopted June 2006 and Policy CS2 of the Core Strategy, adopted January 2016.

- a. **A detailed layout of the site compound, identifying designated areas for plant and material storage, delivery vehicle loading/unloading, and turning provision (to be provided for each construction phase as required).**

During Site Clearance



During Construction



- b. A delivery management plan, including measures to prevent waiting or layover of construction traffic on the public highway, controls for site access/egress, and any necessary temporary traffic management arrangements. Reversing on the highway is prohibited unless directed by a trained Banksman (RoSPA or equivalent).**

Access and egress from the site are identified within the site plans above, utilising the existing entrance/exit gates.

During the site clearance and earthworks stage a one-way entrance and exit system will be implemented. A banksman will be employed to direct vehicles on to site, with additional gates being set 20m into site to allow a waiting zone for HGV vehicles.

During construction each gate will be a two-way entrance/exit, with staff and visitors using the northern gate and deliveries using the southern gate as a the dedicated delivery entrance. Our supply chain will receive details of how to access site and a contact number to arrange a meeting time at the entrance gates, where site staff can organise safe access.

There will be no reversing on to the public highway.

- c. Arrangements for the parking of construction staff vehicles.**

Contractor's parking is identified on the site plans within item a above.

Staff and visitors 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.

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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.

d. Measures to prevent the transfer of mud and debris onto the highway, including the location, type, and operation of wheel washing facilities.

A method to wash wheels using a jet wash will be employed. 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. 200mm 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.

Acornfield Road and the neighbouring properties to the west, north and south 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 Acornfield 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.

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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

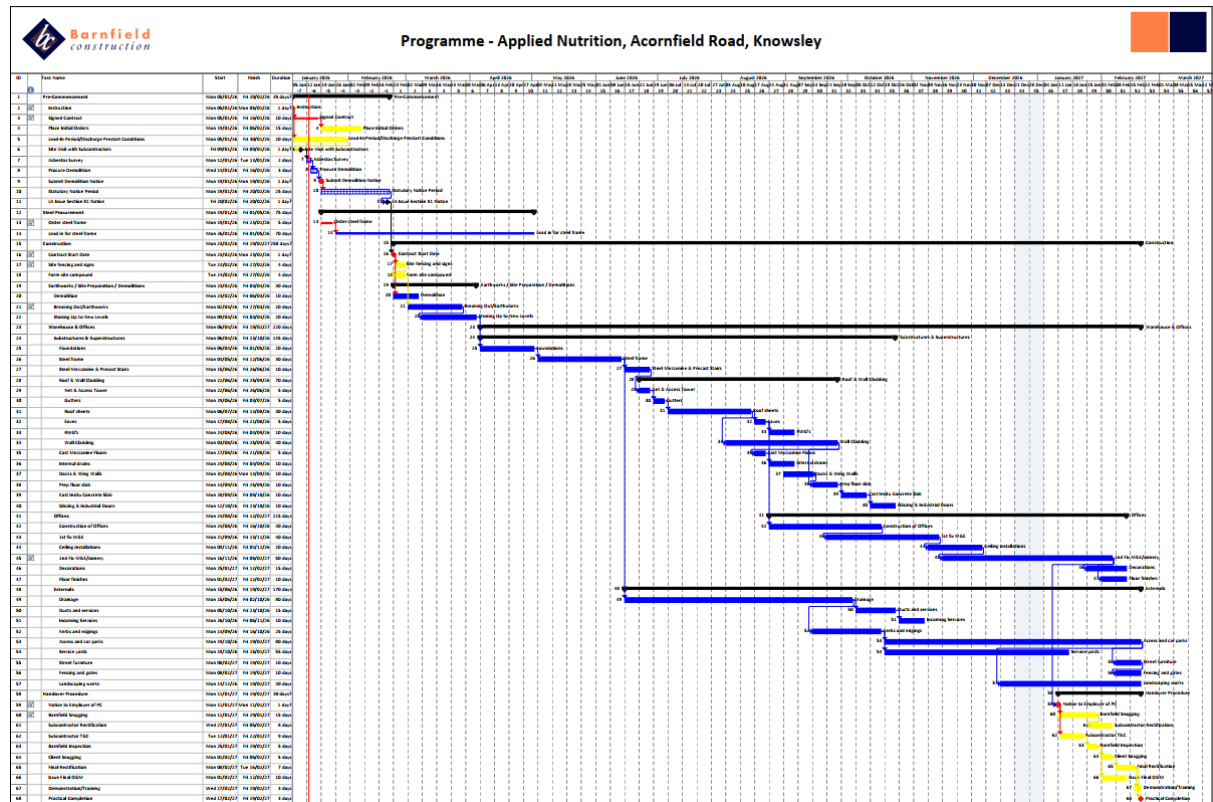
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		be used on site. This is supervised by our own Plant Manager
2.2	Operation	All vehicles will be switched off if not in use
2.3	Location of plant and equipment	Consideration to neighbouring dwelling will be given at all times. Regular sharing of construction 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

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f. A programme of works, including details of construction phasing where applicable

A programme of works is enclosed, identifying the works split between site clearance and construction.



g. Provision for addressing any abnormal wear or damage to the highway network, where relevant.

Provision is made to address any abnormal wear or damage to the highway network arising from construction activities associated with the development.

Prior to the commencement of development, the applicant will undertake a photographic condition survey of the adjacent adopted highway where construction traffic may pass or operate. This survey will be agreed in principle with the Local Highway Authority if required.

During construction, all reasonable measures will be taken to prevent damage to the highway, including controlling delivery vehicles, preventing mud or debris being deposited on the carriageway, and ensuring safe access and egress at all times.

Should any abnormal wear or damage to the highway occur as a direct result of the development, the applicant confirms that appropriate remedial works will be carried out in full, in consultation with and to the satisfaction of the Local Highway Authority, prior to occupation of the development or as otherwise agreed in writing.

- h. 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.

- 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 noisy 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.