

Construction Environmental Management Plan

St Michaels Place

November 2025

Introduction

This Construction Environmental Management Plan (CEMP) has been prepared by Turley on behalf of Genr8 Kajima Regeneration Limited. It provides an overview of the environmental protection measures that will be implemented throughout the demolition, enabling and construction phases of the Proposed Development. It is supported by the following appendices:

- **Appendix 1:** Environmental Impact Assessment Screening Opinion – Mitigation Measures, prepared by Turley
- **Appendix 2:** Demolition Management Plan, prepared by Civil and Remediation Ltd.
- **Appendix 3:** Parking Strategy Document, prepared by Astute

Key environmental protection measures are summarised below.

Methods for dust control and suppression

Dust Management Plan in line with IAQM Guidance on the Assessment of Dust from Demolition and Construction (2024), including:

- Providing screening for dust generating activities.
- Covering any material stockpiles.
- Implementation of a wheel washing system.
- Regular site inspections.
- Liaison with the local community.

Methods for the mitigation of noise and vibration

Adherence to Best Practicable Means and methods set out in British Standard 5228-1:2009 + A1:2014 Part 1 – Noise and Part 2 – Vibration, including the use of hoarding, reasonable hours of working, the use of practicable measures to control noise at source and the use of low-vibration working methods.

Control of transfer of mud out of the site

Implementation of a wheel washing system.

Areas for compounds, storage of plant and contractor parking

These details will be confirmed through a detailed CEMP to be secured by condition however are anticipated to be within the extent of the site boundary unless otherwise agreed with the Local Planning Authority.

Phasing

As detailed within the application and Parking Strategy Document the detailed elements of the application will come forward first over the next five years. The Parking Strategy Document outlines how levels of parking will be maintained as the multi-phased development comes forward.

Appendix 1: Environmental Impact Assessment Screening Opinion – Mitigation Measures

Table 6.1: Appraisal of Likely Effects

**C = Construction; O = Operational*

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
Transport and Access			
C	Changes to traffic flows on the local road network as a result of construction traffic	Drivers, pedestrians and cyclists	Works during the demolition and construction stage of the Proposed Scheme will result in a temporary increase in additional vehicular movements on the local road network as a result of movement of plant/machinery, workers (including subcontractors), deliveries/collections, and waste removal associated with demolition and construction activities. Whilst this additional traffic will include a higher proportion of HGVs compared to the existing traffic flows to the Site (which are predominantly cars associated with the current car parking and office uses), When compared to the thresholds set out in the IEMA Guidance⁴⁵ this is not considered to be a significant increase as these movements will occur within the context of an established urban road network that already accommodates existing traffic from the Site's current uses, surrounding residential properties, and commercial facilities including Huyton Village Shopping Centre to the east. To reduce adverse impacts associated with the construction traffic, the CEMP will include traffic management measures [CM1] and will be prepared in line with best practice guidelines. Specifically, the CEMP should set out the following: • Proposed routing for all construction related traffic; • Management and proposed routing of construction related traffic, including details of HGV booking/management systems; • Delivery of large, oversized plant/machinery to the Site should take place outside of peak highway hours (where possible); and

⁴⁵ Threshold set out in IEMA's Environmental Assessment of Traffic and Movement (2023).

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			Vehicular parking, within the Site. As such, with the addition of identified best practice measures within an urban context that already accommodates varied traffic flows, effects are considered unlikely to be significant.
O	Changes to traffic flows on the local road network as a result of operational traffic	Drivers, pedestrians and cyclists	The IEMA Guidelines (July 2023)⁴⁶ set out rules for determining when highway links within the Site should be considered for detailed assessment: - Rule 1 - Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and - Rule 2 - Include highway links of high sensitivity where traffic flows have increased by 10% or more. As the Site is currently in active use, with the existing car parking spaces onsite generating regular vehicle movements, there is already an established baseline of traffic flow to the Site. According to the Transport Scoping Note⁴⁷, with a robust parking strategy for the proposed Council HQ acting to suppress vehicle demand, the overall net change in traffic forecast to be generated by the proposed development is minimal. A net increase of 19 vehicle trips is forecast for the weekday AM peak, with overall vehicle trips in the PM forecast to increase slightly by 13 vehicles. Therefore, these links within the Site would not see an increase in traffic flows above the 30% threshold set out in Rule 1, nor are there links where the traffic impacts would be more than 10%. As such, it is considered that the impacts of operational traffic on severance, driver delay, pedestrian delay, pedestrian amenity, fear and intimidation and accidents and safety would not be significant, and the Proposed Scheme is unlikely to result in a significant impact on the local road network.

⁴⁶ Threshold set out in IEMA's Environmental Assessment of Traffic and Movement (2023).

⁴⁷ Astute Transport Scoping Note (May 2025)

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			There is no collision frequency or pattern on the local highway network that would suggest a pre-existing road safety problem. As such, it is not anticipated that the Proposed Scheme will exacerbate any existing issues or have an adverse impact on the local highway network in terms of road safety. The planning application will be accompanied by a TA that will assess the transport and highways implications of the Proposed Scheme in detail. The scope of the TA will be agreed with KMBC through pre-application discussions. A Travel Plan [TA1] will be produced which will set out measures to encourage users of the Site to use existing public transport as well as sustainable modes of travel such as walking and cycling, with the intention of reducing reliance on private car use and minimising the impact of the Proposed Scheme on the highway network. Given the above, effects related to change to traffic flows on the local road network as a result of operational traffic are considered unlikely to be significant.
Air Quality			
C	Disturbance from dust and particulate matter emissions during construction	Residents	The local community, comprising nearby residents, members of the public using public areas (including Archway Road, areas around Huyton Village Shopping Centre, and other public spaces within the urban town centre environment) and future Site users may experience temporary nuisance/disturbance throughout the demolition and construction stage of the Proposed Scheme, as a result of dust and particulate matter from machinery, plant or general construction activities. The tolerance and sensitivity of the receptors is considered to be varied, with transient receptors (such as users of Archway Road, shoppers at Huyton Village Shopping Centre, and pedestrians in the town centre area) considered to have lower sensitivity than residential properties, which are considered to be of higher sensitivity. The closest residential receptor is located approximately 40m to the north along Archway Road, separated by the B5199. Nevertheless, all effects are considered temporary and reversible. In addition, the effects are well understood and measures to avoid, reduce or offset are well defined by best practice measures set out in relevant guidance, including (but not limited to): Control of Pollution Act 1974;

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			IAQM Guidance on the Assessment of Dust from Demolition and Construction. The implementation of best practice measures (defined by an understanding of the construction activities/methodologies and adherence to the Considerate Constructor Scheme) during construction will be controlled via the implementation of a CEMP [CM1] prepared by the principal contractor (when appointed) and submitted to KMBC for approval prior to the commencement of on-site construction activities.

Noise and Vibration			
C	Disturbance from noise and vibration generated by temporary on-site demolition and construction activities	Local Community	During demolition and construction, noise will be generated by activities which has the potential to have a temporary effect on surrounding receptors. Vibration may also be generated from certain activities on-site (e.g. construction plant, tools, etc). Construction noise and vibration can generally be controlled by measures included as part of the CEMP [CM1] through adherence to Best Practicable Means and methods set out in BS5228:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites⁴⁸. Therefore, noise generated by temporary on-site construction activities is unlikely to be significant.
C	Nuisance and disturbance due to noise generated by construction traffic	Local community	Noise will be generated by construction traffic movements on the local road network which has the potential to impact surrounding receptors. However, it is unlikely the temporary increase in traffic would exceed the generally applied above 25% threshold⁴⁹ used to define the instance a notable change in noise levels is perceived by a receptor (1dB)). As such, it is unlikely that the additional noise generated by construction traffic movements will lead to a significant increase above the existing noise levels.
C	Noise and vibration	Local community (residential)	During demolition and construction, noise and vibration will be generated by on-site activities (machinery, plant, construction operations) and construction traffic movements on the local road

⁴⁸ BSI (2014). Code of practice for noise and vibration control on construction and open sites – Part 1: Noise. BS 5228-1:2009+A1:2014

⁴⁹ Which equates to 1 dB change (barely perceptible) where the noise environment is dominated by road traffic.

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	disturbance from demolition and construction activities	properties, users of public areas, commercial premises)	network, which has the potential to cause temporary disturbance to surrounding receptors. The closest residential receptors are located approximately 40m to the north along Archway Road, separated by the B5199 dual carriageway. Construction traffic is anticipated to generate modest increases in HGV movements, which are unlikely to exceed the generally applied 25% threshold used to define when a notable change in noise levels is perceived by receptors (1dB), given the existing traffic levels on Archway Road and the surrounding urban road network. Construction noise and vibration will be controlled through measures included in the Construction Environmental Management Plan (CEMP) [CM1], including adherence to Best Practicable Means and methods set out in BS5228:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. These measures will include appropriate working hours, noise monitoring, and liaison with the local community. Given the temporary nature of construction activities, separation distances to sensitive receptors, existing urban noise environment, and implementation of best practice noise control measures, noise and vibration effects during construction are considered unlikely to be significant.
O	Changes to noise environment as a result of traffic generated by the Proposed Scheme	Local community	During operation, the overall net change in traffic forecast to be generated by the Proposed Scheme is minimal. A net increase of 19 vehicle trips is projected during the weekday AM peak, with a slight increase of 13 trips during the PM peak. As such, the change from the Site's current active use—primarily the operation of onsite car parking spaces—is minimal and is unlikely to result in any significant increase in noise levels experienced by nearby residential receptors. This must be considered in the context of existing traffic movements associated with the Site's current users, including office and commercial activities. The additional vehicle trips represent a modest increase within an established urban road network that already experiences high traffic volumes, particularly along Archway Road (B5199) and surrounding routes. Given the existing baseline noise levels and the urban context, the incremental rise in vehicle movements is not expected to result in a perceptible or significant increase in overall road traffic noise.

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			A Travel Plan [TA1] will encourage use of sustainable transport modes to minimise traffic generation and associated noise impacts. Therefore, noise generated by the operational traffic is unlikely to cause a significant increase in noise levels experienced at existing receptors.
O	Disturbance due to noise generated by existing off-site sources	Future users of the Site	The Proposed Scheme includes noise-sensitive uses (residential, hotel, commercial) that will be exposed to existing off-site noise sources, particularly traffic from Archway Road (B5199) to the north and potential noise from commercial premises to the east at Huyton Village Shopping Centre (which may include food, and beverage uses with associated plant, deliveries, and operational activities). As outlined in the baseline assessment, the existing noise environment is primarily influenced by road traffic, with baseline levels ranging from 55-59.9 dB Lden for road traffic noise. The outline nature of the application provides significant scope for design-specific measures to mitigate noise impacts through detailed design at the reserved matters stage. This includes optimisation of building layout and orientation to minimise exposure to noise sources, strategic positioning of noise-sensitive uses (such as residential bedrooms and hotel rooms) away from primary noise sources, and appropriate arrangement of uses within buildings (e.g., locating less sensitive uses such as circulation areas, bathrooms, or commercial spaces on elevations facing noise sources). The development layout can be designed to provide appropriate separation distances from Archway Road to the north and potential commercial noise sources to the east, with strategic positioning of built form and noise-sensitive uses to minimise exposure. Building orientation and massing can be optimised to provide acoustic screening for internal courtyards and amenity spaces. A comprehensive noise mitigation strategy will be developed at the detailed design stage for all noise-sensitive uses [NV1], incorporating a suite of mitigation measures including: • Building layout and orientation optimised to respond to the acoustic environment; • Strategic positioning of noise-sensitive rooms away from primary noise sources;

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			• Mechanical ventilation systems designed to meet Building Regulations Part F requirements whilst maintaining appropriate acoustic performance; • Acoustic screening through building massing, boundary treatments, or dedicated acoustic barriers where appropriate; and • Detailed acoustic assessments to verify compliance with relevant standards and guidance. Such design-led noise mitigation is common practice and has proven effective in achieving suitable acoustic environments in urban mixed-use developments. For proposed commercial uses, design will ensure any noise generated is assessed in accordance with relevant legislation/guidance, with mitigation measures included to prevent adverse impacts on residential properties and hotel accommodation [NV1]. Given the outline nature of the application allowing for comprehensive design-led mitigation, proven effectiveness of such measures, and the range of mitigation options available, disturbance of future Site users due to existing off-site noise sources is considered unlikely to be significant. to noise generated by existing off-site sources is considered unlikely to be significant.
Socio-Economics and Human Health			
O	Increased demand for schools	Educational facilities, GP surgeries, dentists	The Proposed Scheme, which includes up to a maximum of 420 dwellings, will result in an increase to the immediate local population given the provision of new housing. The increase in population could increase demand on local education services, depending on the demographics of the residential properties, however, this is considered to be limited given the number of dwellings proposed. As noted in Section 3, a number of primary and secondary schools are noted to have sufficient capacity for new students. As such, any increased demand for education provision is not considered to be significant. Should it be deemed that there is a requirement for the Proposed Scheme to contribute towards local education facilities by way of a financial contribution, this would be discussed and appropriately managed with KMBC [SE2].

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O	Increased demand for primary healthcare facilities	Educational facilities, GP surgeries, dentists	The Proposed Scheme will lead to an increase in the population, which could increase the demand on local healthcare services. However, as mentioned in Section 3, it was identified that all practices within 2km of the Site are accepting new patients. As such, increased demand for healthcare infrastructure is not considered to be significant. Nevertheless, should it be deemed that there is a requirement for the Proposed Scheme to contribute towards local healthcare provisions by way of a financial contribution, this would be discussed and appropriately managed with KMBC [SE2].
Biodiversity			
C/O	Impacts to ecological habitats and species	On-site habitats, protected/notable species (bats, birds)	The Site is not located within or adjacent to any ecologically designated sites, with no internationally or nationally designated sites for nature conservation located within 2km or 5km of the Site respectively. The Site comprises predominantly urban developed land (office buildings, roads, pavements and car parks) with zero ecological distinctiveness. Scattered trees are present within the central area and along the northeast, south and west boundaries of the Site. The surveys carried out within the PEA, indicate the Site is considered unsuitable for reptiles, amphibians, badgers, and hazel dormice due to the predominance of hardstanding and built infrastructure. There is limited potential for occasional use by hedgehogs. Evidence of nesting birds was found within some buildings, which were assessed as having the potential to support nesting activity; however, no active nests were identified in the trees or surrounding vegetation. Overall, the extent of built development significantly limits the suitability of the Site for a range of species. The construction and operation of the Proposed Scheme has the potential to result in the loss of scattered trees and disturbance to any protected species that may utilise the Site. However, appropriate mitigation measures will be implemented [BD1], including: Pre- /Construction measures:

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			• Vegetation removal to be undertaken outside the bird breeding season (March-August inclusive) where possible, or under ecological supervision; • A Biodiversity Net Gain (BNG) Assessment which will be required to comply with the Environment Act 2021 and local planning policy. • One bat emergence re-entry survey was required on the Kwik Tan building to the east of the Site during the active bat season (May – September) to confirm the presence of bats roosting in or on the building. No emergences or re-entries were observed during the survey, carried out in May 2025. • A Ground Level Tree Assessment will be required for all trees impacted by the Proposed Scheme. • Precautionary working measures will be followed to ensure that nesting birds and hedgehogs are not harmed by the works. Design and enhancement measures: • Retention and incorporation of existing trees where feasible within the development layout; • Native street tree and hedgerow planting throughout the Proposed Scheme to provide replacement and enhanced habitat; • Species-specific habitat creation and enhancements appropriate to the urban context; • Design of sustainable drainage systems (SuDS) to provide opportunities for biodiversity. Given the urban context of the Site, limited existing ecological value, absence of designated sites, and implementation of appropriate mitigation and enhancement measures, impacts to ecological habitats and species are considered unlikely to be significant.
Archaeology			

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
C/O	Loss/disturbance to below ground heritage assets	Unknown below ground heritage assets	As stated in Section 3, the Site has no archaeological designations, and no archaeological finds or features are recorded within the site on the HER. Due to the lack of recorded heritage resources within the Site and the limited records for archaeological resources within the wider surroundings, the potential for significant unknown archaeology within the Site is considered low. Historic mapping shows the Site remained as agricultural land until the late 19th century, when buildings including Wellcroft House were considered from 1888 – 1915 onwards, with subsequent development activities likely to have disturbed any earlier archaeological deposits. Nevertheless, works associated with below ground excavations for works such as foundations, drainage infrastructure, utilities infrastructure for the Proposed Scheme may cause the truncation of any existing archaeological assets within the Site. Given the above, it is considered unlikely that archaeological remains within the Site would be of sufficient significance to warrant preservation in-situ and present a constraint to the Proposed Scheme. Any archaeological features or deposits that are present will most likely be of low or local interest and be capable of being preserved by record. However, any effects could be appropriately mitigated through a programme of archaeological investigation [AR1] to be agreed through consultation with the archaeological advisor at KMBC prior to construction. Therefore, the loss/disturbance to below ground heritage assets during construction of the Proposed Scheme is considered unlikely to be significant.
Built Heritage			
D/C/O	Change to/loss of setting of built heritage assets	Built heritage assets	During demolition and construction, the works will give rise to a change in the character within the Site and therefore is likely to be some change in the setting of heritage assets. The type and effect of such changes will however be short-term and temporary. It is envisaged that temporary fencing / hoarding will be erected around the demolition and construction working areas, where necessary [CM1]. This will help to screen low level demolition and construction activities. In addition, the adoption of general site tidiness and sensible layout (which will be defined in the CEMP [CM1]), would all help to mitigate adverse changes to the setting of assets. With respect to the Grade II*/II Listed buildings of St Michael and its associated Entrance

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			Gateways, as well as Village Cross and the one War Memorial onsite, which is not listed, which will be retained and made a focal point within the public realm, the Site is already set within an established urban townscape. So, the Proposed Scheme is not expected to result to be a significant change from the built heritage asset from the current baseline. Whilst the existing townscape will be enhanced and supplemented by the Scheme, the anticipated changes are not considered substantial enough to adversely affect the heritage significance of these designated assets. Therefore, no impacts on the significance of these built heritage assets through changes in setting are anticipated. Additionally, no other heritage assets have been identified that are likely to be affected by the Proposed Scheme. Given the design and mitigation measures to be included into the design and layout, the Proposed Scheme is not anticipated to impact upon the significance of built heritage assets in the vicinity through changes in setting. Therefore, effects on the above assets (and its setting) are considered to be not significant.
Townscape and Visual			
D/C	Changes to townscape character/fabric and visual amenity as a result of construction activities / plant / machinery on-site	National Character Area (NCA) 58: Merseyside Conurbation. Road Users Nearby residential Dwellings	The construction of the Proposed Scheme would result in a change to the prevailing townscape character of the Site and its immediate setting and visual amenity from nearby receptors and those in elevated parts of the surrounding townscape due to the introduction of hoardings / fencing, presence of material stockpiles, movement of plant and other construction vehicles and the progressive construction of a new residential development. Such activities are likely to result in adverse effects on the identified townscape and visual receptors due to the incomplete nature of buildings during this stage, the presence of construction activities and temporary structures and the increased noise, traffic and dust associated with the works, resulting in an unsettled character to the Site. Given the proximity to sensitive receptors, effects are inevitably to fall within the higher tiers of townscape and visual effects. However, the construction works, and activity are short-term and temporary in nature, and will be experienced over a small area, with direct change to landscape features only occurring at the Site and the general visibility of the construction activity being relatively localised.

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			In addition, the retention of vegetation / habitats / boundary vegetation on-site as part of the Landscape Strategy [TV1] and the protection through appropriate safeguards implemented as part of the CEMP [CM1], will reduce the scale of change. The following measures will also be introduced during the construction stage: • Good site housekeeping; and • Installation of hoarding. These measures will be captured as part of a CEMP [CM1] and will reduce changes to the townscape character and views. Given the above, changes to townscape character and visual amenity during construction are considered unlikely to be significant.

Ground Conditions and Contamination

C	Exposure/release/accidental migration of contaminants from construction activities	Demolition and construction workers Future site users Existing residential properties Local community	Demolition and construction activities have the potential to cause the mobilisation of existing contaminants or the release of physical and chemical contaminants into surface water. There is a low risk of significant, widespread contamination being present within the Site, there may be localised contamination present given the previously developed nature of the Site. To address potential contamination risks, intrusive ground investigation will be undertaken to determine the underlying ground conditions, the absence / presence, type and distribution of contamination and groundwater conditions, in line with relevant guidance, such as British Standard 5930:2015⁵⁰ and BSEN1997: Part 2: 2007 Eurocode 7⁵¹. Additionally, asbestos surveys will be completed before any intrusive demolition works commence, with any asbestos containing materials removed by licensed contractors in accordance with legal and safety requirements.^{52,53} If required, a
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⁵⁰ British Standard 5930: 2015 + A1:2020 Code of Practice for Site Investigations.

⁵¹ British Standards Institution (2006) Eurocode 7: Geotechnical Design (Report no. BSEN 1997).

⁵² The Control of Asbestos Regulations 2012 No. 632.

⁵³ HSE (2013) Managing and working with asbestos

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			remediation scheme, including a plan for verification, will be submitted and agreed with KMBC in advance of works taking place. If unexpected ground contamination is encountered during the works, appropriate remedial measures will be undertaken. Standard industry measures, including pollution prevention controls, will be implemented through a CEMP [CM1]. These will cover activities such as safe handling of utilities, removal of underground obstructions, and management of surface water and sediments to avoid pollutant release. Given the low contamination risk, robust mitigation measures, and regulatory controls in place, the potential for significant effects on ground conditions or from contamination is considered unlikely.
D/C/O	Potential risks associated with unstable ground conditions	Demolition and construction workers Future residents	As outlined in Section 3, the Site is underlain by Chester Formation sandstone bedrock, which provides a stable geological foundation. The Site is relatively flat with gentle slopes and is already well-developed with existing buildings and infrastructure. In order to determine appropriate foundation design for the Proposed Scheme, intrusive ground investigations will be undertaken to determine the depth and condition of the underlying natural subsoils and bedrock and confirm a suitable foundation bearing horizon [GC1]. Given the existing developed nature of the Site and stable topography, extensive groundworks are not anticipated. Standard groundworks will be implemented to provide suitable development platforms construction, in line with relevant standards and building regulations including British Standard 6031:2009: Code of Practice for Earthworks [GC3]. Given the stable underlying geology, relatively flat topography, existing developed status of the Site, and standard geotechnical design practices, potential risks associated with unstable ground conditions are considered unlikely to be significant.
O	Exposure of future site users and construction	Demolition and construction workers	As outlined in Section 3, the Site has been in developed use since the late 19th century, with buildings including Wellcroft House constructed from 1888-1915 onwards, and subsequent development activities. This history of development means that made ground may be present across parts of the

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	workers to ground gas and radon	Future residents	Site, which could potentially contain organic materials or other substances capable of generating ground gases such as methane or carbon dioxide. Additionally, Section 3 identifies that the Site is located within an area classified as having a maximum radon potential of 3-5%, representing a medium-risk area where approximately 3-5% of homes are estimated to have radon concentrations at or above 200 Bq/m³, the official Action Level established by the UK Health Security Agency (UKHSA). During demolition and construction activities, excavation works may disturb existing made ground and potentially release or mobilise ground gases, creating temporary exposure risks for construction workers. The Construction Environmental Management Plan (CEMP) will include appropriate ground gas monitoring and safety procedures (where applicable and appropriate), including atmospheric monitoring in excavations and confined spaces, and emergency procedures in accordance with relevant health and safety guidance. The intrusive ground investigations [GC1] will include ground gas monitoring to assess the presence, concentration, and migration potential of any ground gases within the Site. This monitoring will be undertaken in accordance with relevant guidance including CIRIA Report C665: Assessing Risks Posed by Hazardous Ground Gases to Buildings and BS 8576:2013: Guidance on Investigations for Ground Gas. For radon protection, all residential buildings will incorporate appropriate radon protection measures in accordance with Building Regulations Approved Document C and BRE guidance [GC2]. This will include radon barriers and/or ventilation systems as appropriate for the medium-risk classification of the area.

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			Given the established investigation and mitigation procedures for ground gas, and the implementation of appropriate radon protection measures in line with building regulations, potential risks from ground gas and radon are considered unlikely to be significant.
Water Environment and Flood Risk			
C	Changes to surface water flows and increase in flooding during construction	Future site users Existing residential properties Other neighbouring premises	As described in Section 3 , no waterbodies are located within the Site. The Site is located within Flood Zone 1 (low probability flooding) and the majority of the Site is at very low risk of surface water flooding. However, some areas of hardstanding are at low-risk (0.1% - 1% annual probability) with areas at the Site boundaries at 1%-3.3% annual probability of surface water flooding. A temporary drainage system [CM1] will be installed during construction to manage surface water until the operational drainage strategy [WE1] has been implemented. This may include the use of existing drainage features present within the Site, and elements of the final drainage strategy for the Proposed Scheme once completed. In addition, appropriate measures will be implemented as part of a CEMP [CM1] in line with relevant standards and guidance, including British Standard 8582:2013: Code of practice for surface water management for development sites ⁵⁴ and CIRIA C532 ⁵⁵ . Therefore, this effect is unlikely to be significant.
O	Changes in surface water flood risk	Future site users Existing residential properties Other neighbouring premises	As described in Section 3 , the Site is located within Flood Zone 1. A vast majority of land is also classed as being at a very low risk of surface water flooding, with a low risk at only localised areas between the council office building and the Huyton Village shopping centre building in the centre of the Site. No waterbodies are located within the Site. The flooding extent is considered low risk with an annual chance of occurring between the 1% Annual Exceedance Probability (AEP) storm event and the 0.1% AEP storm event in any given year. The Site is considered to be at low risk of flooding from rivers and the sea.

⁵⁴ British Standard 8582:2013 – Code of practice for surface water management for development sites.

⁵⁵ CIRIA (2001) C532 Control of water pollution from construction sites. Guidance for consultants and contractors.

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			The Site is not at risk of flooding from reservoirs and groundwater. According to the Groundwater Vulnerability Map⁵⁶, the Site is noted to have a mix of medium and medium-high groundwater vulnerability. In addition, the Site is noted to unlikely be at risk of flooding from reservoirs. The vast majority of the existing site is considered to be impermeable, with only small areas of soft landscaping. The Proposed Scheme will lead to an increase in this impermeable area (from hardstanding associated with the dwellings and roads) across the Site. This has the potential to increase surface water flows and flooding. As noted in Section 2, the Proposed Scheme will include a surface water drainage strategy [WE1] which will attenuate run-off from the Site to greenfield rates. A climate change allowance of 45% will be allowed for in the design for the more extreme rainfall event of a 1:100-year storm event. Given the above, changes in flood risk are not considered to be significant.
Artificial Lighting			
D/C/O	Light pollution effects during construction and operation	Local Community	During demolition and construction activities, temporary lighting for machinery, plant, and general construction activities may cause light spill and glare affecting nearby residents and users of surrounding public areas. The sensitivity of receptors varies, with residential properties considered to have higher sensitivity than commercial/ public area users. However, all construction lighting effects are temporary and reversible, and well-established mitigation measures are available through best practice guidance such as ILP Guidance Note 1 for the reduction of obtrusive light. The implementation of appropriate lighting controls and adherence to the Considerate Constructor Scheme will be secured through the Construction Environmental Management Plan (CEMP) [CM1], which will be prepared by the principal contractor and submitted to KMBC for approval prior to construction commencement. The Proposed Scheme will introduce new lighting associated with the proposed residential dwellings, hotel, amenity spaces, and street lighting. Whilst this will alter the on-site lighting environment, the change is not considered to significantly affect existing surrounding residential receptors given the

⁵⁶ MAGIC. Available at: <https://magic.defra.gov.uk/MagicMap.aspx>

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			Site's location within an established urban area with existing lighting from current uses and the wider mixed residential and commercial context. As outlined in the baseline assessment, the Site is located within an E3 Environmental Zone reflecting its urban town centre setting with evening commercial activity. Furthermore, all lighting installations will be designed in accordance with relevant standards and guidance [CIE 150: 2017 – Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations, 2nd Edition; ILP GN01 - Guidance Notes for the Reduction of Obtrusive Light 2020; BS EN 12464 – 2 2014 – Outdoor Work Spaces; SLL Guide to Limiting Obtrusive Light 2012; and SLL Lighting Handbook 2009; LG 6 (CIBSE) – The Exterior Environment 2016.] to minimise light pollution [AL1]. Therefore, given the existing urban lighting environment, temporary nature of construction effects, implementation of best practice mitigation measures, and appropriate operational lighting design, light pollution effects are considered unlikely to be significant.
Climate Change			
D/C	Release of GHG emission through embodied carbon, construction activities/plant/traffic	Global Climatic System	Construction of the Proposed Scheme has the potential to release GHG emissions from the use of plant and machinery, construction traffic and from the embodied carbon associated with the manufacturing of construction materials. The exact likely emission from construction is unclear without full knowledge of materials, their origins and machinery/plant being used. Possible emissions can be mitigated through careful sourcing of construction materials to reduce associated GHG emissions as well as direct emission reducing practices on Site. Such measures will be detailed within the CEMP [CM1], which will outline carbon reduction targets/practices to be adopted throughout this phase. Overall, direct and indirect GHG emissions during construction are not clearly understood, though considering the scale of the Proposed Scheme and measures to be included in the CEMP, significant effects are considered unlikely.
O	Release of GHG emissions during operation	Global Climatic System	Once completed, GHG emissions will be released as a result of energy used for heating, cooling and lighting of buildings, as well as transportation generated by the Proposed Scheme. However, this must be considered in the context of existing baseline emissions from the Site's current uses, including energy consumption from existing buildings (where in use) and vehicular movements associated with

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			car parking provisions. Given the modest scale of the Proposed Scheme, the net increase in traffic to be generated by the Proposed Scheme (as stated in 'Transport and Access') is considered to be limited in the context of overall emissions across KMBC and sectoral targets for equivalent developments. Furthermore, all buildings within the Proposed Scheme will be designed to meet or exceed (if applicable) specific standards covered within the Building Regulations (Part L) which are focused on the conservation of fuel and power to improve efficiency (thereby requiring less energy and generating less GHG emissions). The Proposed Scheme will also incorporate enhanced public realm and landscaping, which will provide some carbon sequestration benefits compared to baseline conditions where there are extensive areas of hard standing. As such, the Proposed Scheme will be designed and built in line with such standards as a minimum [CC1]. Given the above factors, including the existing baseline emissions, modest net increase in activity, and compliance with current building standards, effects are considered unlikely to be significant.
O/C	Climate change resilience and adaptation	Future Site Users	The Proposed Scheme will be designed to be resilient to the effects of climate change through compliance with current Building Regulations and best practice design measures. To address the risks of increased temperatures and overheating associated with climate change, all buildings will comply with Building Regulations Approved Document O: Overheating [CC1], which includes measures for thermal comfort and ventilation. The proposed drainage systems [WE1] will be designed to accommodate appropriate allowances for climate change, including increased rainfall intensity and frequency, to ensure the development remains resilient to future flood risk. Given the approach to climate resilience through buildings regulations compliance and design measures, the effect of climate change on the Proposed Scheme are considered unlikely to be significant.
Wind Microclimate			
O	Changes to the existing wind	Future users of the Proposed Scheme	The Proposed Scheme will introduce buildings ranging from 5-6 storeys generally, with a single 12-storey building in the eastern part of the Site, representing a modest increase from the existing 8-storey building that will be demolished. Whilst the introduction of new built form has the potential to

Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
	microclimate conditions		alter local wind patterns and create localised wind effects, the outline nature of the application allows for design flexibility to mitigate potential adverse wind microclimate impacts. At the detailed design stage, a comprehensive approach to wind microclimate mitigation can be implemented (As needed), including: • Building design and orientation optimised to respond to prevailing wind conditions; • Articulation of building facades and massing to break up wind flows and reduce downdrafts; • Appropriate building setbacks and spacing to minimise wind acceleration effects; • Strategic placement and design of landscaping, including trees and shrubs, to provide wind screening and create comfortable microclimates; • Public realm design incorporating features such as pergolas, canopies, or other wind mitigation structures where appropriate; and • Building entrance locations and design to avoid uncomfortable wind conditions for users. Given the existing urban context with varied building heights, the modest scale of the proposed development, and the comprehensive design mitigation measures that will be implemented at the detailed design stage, changes to wind microclimate conditions are considered unlikely to result in unacceptable conditions for surrounding receptors and are therefore unlikely to be significant.

Waste and Resources

D/C	Increase demand on waste management infrastructure	Local waste treatment/disposal facilities	Demolition and construction activities will generate waste materials including demolition debris from existing buildings, excavated materials, and construction waste. A Site Waste Management Plan will be implemented as part of the Construction Environmental Management Plan (CEMP) to ensure
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Stage*	Likely Effect	Sensitive Receptor	Discussion of Likely Effect and any Requirement for Mitigation
			appropriate waste segregation, recycling, and disposal in accordance with relevant legislation and best practice guidance. The majority of construction waste will be managed through specialist contractors and is not expected to place significant pressure on local municipal waste facilities.
O	Increased demand / pressure on local waste facilities	Local waste treatment/disposal facilities	The residential, hotel, office and retail uses proposed will generate waste during operation. In line with a Waste Management Strategy [WR1], appropriate waste storage facilities will be provided, and residential refuse collection will be in accordance with KBMC requirements. The hotel, office and retail units will likely be serviced by a contractor as deemed appropriate by future occupiers. Such measures are likely to be managed by an approved Waste Management Strategy [WR1], in line with Controlled Waste (England and Wales) Regulations, 2012 and local guidance. Therefore, increased demand / pressure on local waste facilities is considered unlikely to be significant.

Appendix 2: Demolition Management Plan



civil-remediation.com



Huyton Commercial District
Demolition Management Plan

Civil and Remediation Ltd.

T2123/DMP/001/01

September 2025

Tom Magee BSc (Hons) FGS MCIWEM

Document Revision Status

Issue	Date	Comments
01	02/09/25	First issue for Client and LPA review.

Important note about the report:

The sole purpose of this report and the associated services performed by C&R is to highlight the demolition management plan to be implemented during the enabling works in accordance with the scope of services set out in the Contract between C&R and the Client. That scope of services, as described in this report, was developed with the Client.

In preparing this report, C&R has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, C&R has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

The passage of time, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent data analysis, and re- evaluation of the monitoring methods, frequencies and quantities expressed in this report. C&R has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report.

This report should be read in full and no excerpts are to be taken as representative. No responsibility is accepted by C&R for use of any part of this report in any other context.

The report is based on the available information provided to date and subject to agreement with the regulators. This report has been prepared on behalf of, and for the exclusive use of the Client, and is subject to, and issued in accordance with, the provisions of the contract between C&R and the Client.

C&R accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Report title: Huyton Commercial District, Demolition Management Plan

Report Reference: T2123/DMP/001/01

Revision Number: 01

Issue Date: 02nd September 2025

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1.0 Introduction

1.1 Background Information

Civil and Remediation have been appointed by Genr8 to produce the Demolition Management Plan for Land at Civic Way, Huyton, Knowsley, which is to become part of the Huyton Town Centre Regeneration mixed use district. This document relates to planning condition 4 (Demolition Management Plan), 8 (Servicing of Businesses) and 9 (Parking and Pedestrian Management) for planning application reference 123/02803/FUL. A schedule of the conditions is presented in Table 1 below.

Table 1 – Condition 4 Schedule		
Cond. Ref.	Item	Section
4 Demolition Management Plan	<i>No part of the development hereby permitted shall be commenced until a Demolition Management Plan has been submitted to and agreed in writing by the Local Planning Authority that details the means of mitigation of demolition effects. This shall include but not be limited to the following:</i>	-
	<i>i. The site working hours (our standard hours are 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours Saturday and not at all on Sundays/Public Holidays without the prior written permission of the Local Planning Authority.)</i>	3.3
	<i>ii. Methods for the mitigation of noise and vibration from the works, including the operation of any temporary power generation or pumping plant which will operate overnight.</i>	5.3
	<i>iii. Methods for dust control and suppression.</i>	5.7 5.9
	<i>iv. Details of wheel washing facilities including location and type.</i>	5.5
	<i>v. Demolition parking arrangements</i>	3.6
	<i>vi. Adequate provision for addressing any abnormal wear and tear to the highway</i>	3.4
	<i>vii. Measures for the control of traffic to and from the site, parking and temporary traffic management arrangements during demolition</i>	3.7
	<i>viii. The areas for the storage of plant and materials, including wastes.</i>	3.8
	<i>ix. Location of site compound.</i>	3.9
	<i>x. Arrangement of any temporary lighting (to prevent it from causing a nuisance).</i>	5.11

	<i>xi. A site waste management plan to include details of measures to be implemented for the minimisation of waste.</i>	5.8
	<i>xii. Details of relevant pest control measures that will be in place throughout the demolition phase.</i>	5.10
	<i>xiii. Details of how the nearby neighbours/ businesses will be informed of the works.</i> <i>Any letter / leaflet that is to be distributed should contain the following:</i> <i>a. a brief description of the intended works, including details of any works likely to cause disturbance.</i> <i>b. the anticipated start and finish date of the works.</i> <i>c. a site contact name and phone number should issues arise.</i>	3.5
	<i>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.</i>	
8 Servicing of Businesses	<i>No part of the development shall commence until a scheme for the provision of vehicular access and servicing (including turning movements) for numbers 22 to 50 Derby Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in full accordance with the approved scheme details prior to first occupation of the development unless otherwise agreed in writing by the Council as Local Planning Authority. For the avoidance of doubt, such a scheme shall be retained at all times to ensure access in perpetuity.</i>	3.1 App. B
9 Parking and Pedestrian Management	<i>No part of the development proposals shall be commenced until a car park and pedestrian route management plan has been submitted to and agreed in writing by the Local Planning Authority. For the avoidance of doubt, the plan shall have within it, either detailed provision for each phase of the proposals, or a review mechanism to ensure that no phase may proceed until the Council as Local Planning Authority are satisfied that the proposals are adequate to cater for the impacts of said phase.</i>	4.0 App. B

This report includes further good practice measures for Demolition Management Plans.

A copy of the planning conditions is included in Appendix A.

1.2 Scope of Works

The enabling works will entail the safe removal of existing structures and hardstanding within the site boundary to facilitate the enabling and regeneration works, which will include the following:

- Demolition of the Municipal Building, Computer Centre and Annexe in accordance with the approved phasing plan;
- Removal of the existing hardstanding, car park surfacing and substructures, including foundation and service obstructions, down to formation level;
- Careful dismantling and removal of identified street furniture, lighting columns and ancillary fixtures within the demolition footprint;
- Controlled felling and removal of trees as identified within the Arboricultural Impact Assessment and Method Statement;
- Segregation, processing and removal of demolition waste off site and processing of waste on site to produce recycled aggregate products; and,
- Formation of a secure fencing line around the demolition area, including gated access points for plant and vehicles.

2.0 Site Setting

2.1 Existing Site Conditions

The Site is polygonal in shape, centered on national grid reference SJ 44162 90855, encompasses an area of approximately 29,000m².

The site is currently occupied by the Municipal Building, Computer Centre, Council offices and associated annexes, together with areas of hardstanding used as public and staff car parks, internal roads, and service areas. The site also contains areas of amenity landscaping with scattered trees, ornamental shrubs and incidental grassed verges. Existing structures are largely mid-20th century municipal buildings of varying height and construction. The site is relatively flat, with a slight fall from southeast to northwest across the car parking areas.

The site fronts onto Archway Road (B5199), beyond which lies Huyton Village Shopping Centre, together with a range of commercial and retail units forming the primary town centre frontage.

The eastern boundary is defined by Westmorland Road, which provides vehicular and service access into the town centre. Beyond this are further retail units, a taxi rank and town centre commercial uses along Derby Road.

To the south the site adjoins Civic Way and land associated with the Royal Mail Delivery Office and NHS Public Health Department building. Huyton Railway Station lies approximately 70 metres further south, beyond the railway line.

The western edge of the site adjoins Poplar Bank, with neighbouring uses including an Asda petrol filling station, Priory Court Retirement Village, and Club 3000 Bingo Hall. Further west, the character transitions into residential neighbourhoods.

The site in context is presented as Figure 1 below.



Figure 1 – Site in context. Red highlighted area denotes the approximate extents of the site.

2.2 Proposed Development

The site will be redeveloped as part of the Huyton Town Centre Regeneration Masterplan, delivering a new mixed-use district. The proposals include the construction of a new Knowsley Council headquarters building, a multi-storey car park, residential apartments (Build to Rent), a hotel, and supporting commercial, retail and leisure space, all set within a high-quality public realm. The redevelopment is intended to create a modern civic and commercial quarter that will act as a focal point for Huyton, supporting employment & housing.

3.0 Demolition Methodology

3.1 Outline Methodology

The site will be secured with 2.4 m hoarding, with access points formed off Civic Way and Westmorland Road. Utility services will be isolated or diverted in advance of demolition, and

a pre-demolition asbestos survey will be completed with removal works carried out by licensed contractors.

Demolition will commence with the building located to the south of the site, used for Building Control functions. The structure will be soft-stripped internally before structural elements are reduced using mechanical plant, working progressively down to slab level.

Following completion of the southern block, demolition will progress to the adjacent building immediately north. The same methodology of soft strip followed by mechanical reduction will be applied, up to the bridge structure between this building and the northern orientated building.

The largest structure on the site, the main council building, will be the final structure to be demolished. Works will begin with a soft strip of internal non-structural elements, followed by progressive mechanical demolition in bays, ensuring stability is maintained. Due to its scale, demolition will be managed in sections, with debris cleared regularly to avoid overloading.

After each phase of superstructure removal, foundations, floor slabs and below-ground obstructions will be broken out and removed. Arisings will be processed for reuse where suitable (e.g. crushed concrete for temporary hardstanding) or removed to licensed facilities.

All demolition arisings will be handled in accordance with the Site Waste Management Plan, with segregation of recyclables and disposal by licensed waste carriers to appropriately licensed facilities. No waste will be stored outside the hoarding or on the public highway. On completion, the site will be cleared of debris, graded to formation level, and prepared for the enabling works and temporary car park construction.

Following demolition, each phase will be remediated in sequence. Upon the building areas being complete, remediation shall extend to the car parks to the north and west of the site in a phased manner to ensure car parking areas can remain open for as long as reasonably practicable.

The works have been phased to ensure that Westmorland Road remains open and unobstructed throughout the entirety of the demolition and remediation works. Phasing drawings and outline traffic management plans are presented in Appendix B. The Site Parking and Pedestrian Management Plan is presented in Section 4.0.

3.2 Site Access

Access to the demolition site will be taken from Civic Way, via the existing service road network, which provides a direct connection to the wider highway system and avoids conflict with pedestrianised frontages on Archway Road. This entrance has been selected as it offers sufficient width for plant and HGV movements and allows vehicles to turn within the site without the need for reversing onto the public highway.

A secondary controlled access point will be established from Westmorland Road to facilitate smaller deliveries and provide resilience for site servicing during peak works. Both access points will be managed with gated security and banksmen to control the safe entry and exit of vehicles, ensuring that pedestrian routes around the town centre are not obstructed.

All demolition traffic will be routed via the strategic road network, with directional signage installed to prevent overspill into surrounding residential streets. Vehicle arrivals will be scheduled to avoid peak hours where practicable, and a "just-in-time" delivery system will be operated to minimise standing time at the site entrance.

At no stage will vehicles be permitted to load, unload, or wait on the public highway. Wheel washing facilities will be installed within the site boundary to prevent the tracking of mud and debris onto Civic Way and Westmorland Road.

3.3 Site Working Hours

The site hours of operation are to be 0800 to 1800 Monday to Friday, with overtime hours on Saturday 0800 to 1300. No working shall be permitted on Sundays or Bank Holidays.

Should the Contractor be required to work outside these hours, the express written permission of Knowsley Borough Council shall be obtained in good time prior to the out of hours working.

3.4 Highway Condition Management

A dilapidation survey shall be conducted prior to the commencement of works. This information shall be held on site and for the duration of the Works.

The Principal Contractor shall carry out daily check for defects such as rutting of the pavement surface. In the event that this occurs as a result of vehicular traffic, the Principal Contractor shall immediately notify the Client and Stockport Council, then repair the affected area.

3.5 Public Consultation and Complaints Procedure

Prior to the commencement of work, the Principal Contractor shall conduct an initial letter drop to local residents and businesses. This letter will contain a non-technical summary of the works, the actions we take to reduce any potential impacts, highlight specific activities that may impact them and provide contact details of the management team for general communication or to make a complaint.

The primary anticipated receptors of any potential construction & environmental detriments stemming from the works are currently the residential properties to the north of the site and the civic/ commercial properties to the south and east of the site.

If there is an item of the works that will significantly impact certain local residents/ businesses then a separate letter detailing this will be issued no later than 2 weeks prior to the commencement of the specific work item.

The letter drop will invite businesses and residents to attend site at any time during the working hours and talk with a representative of the Principal Contractor should the requirement arise.

The Principal Contractor will put signs on the boundary stating a contact number & email address should any local residents, businesses or passers-by need to get in contact with the management team.

Complaints will be responded to by a formal email/ letter no later than 12 hours after the complaint is received. A record of complaints will be kept electronically and in paper format in the site office.

3.6 Site Parking

The existing site contains a number of public and staff car parks associated with the Municipal Building and Computer Centre, all of which are scheduled for removal as part of the enabling works. To manage this transition, the car park closures will be phased in order to retain as much public realm parking capacity as practicable throughout the demolition period. A temporary replacement car park will be formed within the site boundary to ensure continuity of provision for town centre users.

Parking for demolition contractors and staff will be contained within the designated site compound areas. No contractor or plant vehicles will be permitted to obstruct public highway parking, and all arrangements will be managed to prevent overspill into the surrounding road network.

3.7 Site Related Traffic

Traffic movements to and from the site during the demolition phase will be strictly controlled to minimise disruption to the town centre highway network. All heavy goods vehicles will access the site via Civic Way, with arrivals and departures scheduled to avoid peak periods where practicable. A gate-controlled access system will be implemented at the site entrance to prevent queuing on the public highway.

Vehicle routing will be agreed with the Local Highway Authority and will utilise the strategic road network to minimise movements through residential streets. Banksmen will be deployed at site access points to manage vehicle manoeuvres safely and to ensure pedestrian routes are not obstructed.

Parking for demolition contractors will be contained within the site compound, with no parking permitted on surrounding public highways. As noted in Section 3.6, car park closures within the site will be phased to retain as much town centre parking as possible for the public throughout the works.

Temporary traffic management measures, including localised signage, pedestrian diversion routes, and barriers, will be introduced as required to maintain highway safety during specific activities such as abnormal load deliveries or plant movements. Any temporary restrictions to the highway will be agreed in advance with Knowsley Metropolitan Borough Council under the appropriate permits.

3.8 Storage of Plant, Materials and Waste

All plant, materials and waste arising from the demolition works will be stored securely within the defined site boundary. The principal compound and welfare facilities will be established within the revised hoarding line, as identified on the enabling works phasing drawings. Within this area, space has been allocated for contractor parking, site offices, and the designated storage of plant and demolition arisings prior to removal.

Demolition waste will be stockpiled only within agreed hardstanding areas inside the hoarding and will be subject to regular removal to licensed facilities in accordance with the Site Waste Management Plan. No storage of plant, materials or waste will occur on the public highway or outside the enclosed site. Storage areas will be managed to avoid obstruction of pedestrian routes, access points, or retained public car parking.

Where hazardous materials are identified, these will be segregated and contained in dedicated secure facilities pending off-site removal by specialist licensed contractors.

Reusable arisings, such as crushed concrete, will be stored in a clearly demarcated area within the compound prior to processing or reuse in accordance with the Materials Management Plan.

3.9 Site Compound

The site compound, including welfare units, offices, contractor parking and secure storage, will be located varying positions throughout the works. These positions are shown on the phasing drawings in Appendix B.

The positions of the compound ensures that the compound remains wholly within the site boundary while not posing an interface risk with the demolition works. It also moves with the works to facilitate leaving areas of the car parks open for as long as reasonably practicable to minimise disruption to the public during the works.

At no stage will the compound extend outside the approved red line boundary or onto the public highway. All plant, materials and waste will be contained within the compound or site area, and site hoarding will be erected around its perimeter to maintain safety and security.

4.0 Car Park and Pedestrian Route Management Plan

This Plan is submitted in accordance with Condition 9 and shall be read in conjunction with the phasing drawings and outline traffic and management plans contained in Appendix B.

The enabling and demolition works shall be sequenced so that car parks are taken out of use in defined sections, with the objective of retaining the maximum practicable amount of publicly available parking throughout the duration of the works. The Contractor shall ensure that no more spaces are closed than are strictly required to carry out each phase safely and efficiently.

A single temporary surface car park comprising 53 spaces, including four accessible bays, shall be provided at the southern end of Civic Way, adjacent to the former Municipal Building site. This provision shall be delivered as part of the enabling works and maintained in operation until the permanent town centre parking strategy is implemented. The requirement for this facility is established within the approved Transport Statement prepared by Vectos (SLR, November 2023), which identifies the southern Civic Way location as the most suitable and accessible site to mitigate disruption. No additional temporary car parks shall be required, as the accompanying Huyton Parking Study (WSP, August 2022) demonstrates that sufficient residual capacity exists within the wider town centre parking stock to accommodate displaced demand once the phased closures take effect.

Pedestrian access routes across and around the town centre shall be maintained at all times. Where existing routes are affected by hoarding lines or construction activities, safe diversions shall be provided and signed in accordance with the requirements of Chapter 8 of the Traffic Signs Manual. These routes shall be step-free, appropriately surfaced, and maintained in a safe condition with temporary lighting provided where necessary.

Hoarding and pedestrian barriers shall be erected in accordance with the phasing drawings to fully segregate the public from construction activities. Hoardings shall be maintained in good order, with clear directional signage installed in advance of each changeover to aid legibility of diversions.

Vehicular and pedestrian safety at interface points shall be controlled by banksmen where construction vehicles are required to cross pedestrian desire lines. Pedestrian priority shall be observed at all times. Car park entrances and exits shall remain operational except where closures are specifically identified in the phasing drawings, in which case advance warning signage shall be erected and alternative routing provided.

Contractor parking shall not be permitted within the public car parks or on the public highway. All staff and workforce parking shall be confined to designated areas within the site compound. Deliveries and plant movements shall be managed to prevent obstruction to the public highway, with all loading and unloading taking place within the site boundary. Civic Way and Westmorland Road shall remain open to traffic except where temporary arrangements are identified in the Traffic Management & phasing Plans. No obstruction to Archway Road (B5199) shall occur under any circumstance.

Accessibility requirements shall be fully incorporated into all traffic and pedestrian management measures. All temporary diversions shall be compliant with the requirements of DfT Inclusive Mobility guidance, ensuring level access, firm surfacing and adequate widths for wheelchair users and pushchairs.

The Contractor shall maintain a daily log of diversion route inspections and signage checks, and shall make this log available to the Local Planning Authority on request. The arrangements set out in this section shall be supplemented by detailed Temporary Traffic Management drawings, which shall be prepared in accordance with Chapter 8 requirements and agreed with Knowsley Council as Highway Authority prior to installation.

With these measures in place, the phasing strategy shall ensure that disruption to public parking and pedestrian circulation is minimised, that continuity of access across the town

centre is maintained, and that the works proceed in a manner that is safe, legible and accessible to all users.

5.0 Environmental Control Measures

5.1 Surface Water Control

Measures will be put in place to ensure that the risk of surface water runoff across site boundaries is minimised. Where necessary, measures such as silt fences or drainage grips will be used to prevent uncontrolled run-off containing elevated suspended solids being discharged from the site.

Surface water arising from the site shall be used for dust suppression; however, any surplus water will require a discharge consent in order to dispose of the waters to localised sewers. It shall be the Contractors responsibility to obtain such consent and no discharge to sewer shall be undertaken without written confirmation of such consent from the relevant organisations.

5.2 Air Quality

In order to mitigate the impact of dust generating activities, site specific measures in accordance with GLA best practice guidelines will be implemented.

A Method Statement and associated Risk Assessment (RAMS) will be developed for all activities involved in the works and these measures will be incorporated in the Works. Odours, where encountered, will be mitigated appropriately.

All personnel will be reminded of good practice and standards through a series of "Toolbox Talks" and Safety Inductions.

C&R will ensure that all plant on site complies at a minimum with EU Emission Standards Stage III. This will keep emissions to a minimum as far as reasonably practicable on site. Specification sheets for the procured plant are provided in Appendix B below, with the rollers and dumpers complying to Stage IIIA & IIIB respectively, and the excavators complying with Stage IV.

5.3 Noise and Vibration

Noise and vibration will be managed in accordance with the Control of Noise at Work Regulations 2005, BS ISO 4866:2010 Vibration of Fixed Structures & BS 6472: Part 1: 2008 respectively.

Prior to the site works commencing fencing will be erected around the working boundary and other locations where required. During this period, a pre-start noise survey will be undertaken to establish the background average noise levels at each monitoring location.

All vehicles and mechanical plant used for the purpose of the Works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient works order.

All compressors shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all ancillary pneumatic percussions tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers.

Machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum and plant and vehicles started up sequentially rather than all together.

Onsite monitoring of noise levels will be conducted three times daily. If noise is significantly higher than the background noise survey (i.e. >10dB above the average recorded for the pre start survey at each location) then noise monitoring will be increased from 3 to 6 times daily over regular intervals to ensure that the limit of 85dB is not breached and noise is being effectively managed on site, in accordance with this document.

Upon exceedance of the established noise limit (from the pre-start survey), the Environmental Engineer will cease works immediately and liaise with the Site Manager to agree an alternative works method to reduce the noise at the monitoring location.

Site activities will be restricted to site working hours, are Monday to Friday 0800 to 1800 & Saturday 0800 to 1300.

The Contractor shall, as far as reasonably practicable, not exceed the vibration dose values as specified in BS 6472: Part 1: 2008. An action trigger level of 1.5mm/s/ppv is set for the boundary of the site. Upon exceeding this level, works shall immediately cease in this area and the cause of the vibration investigated. Should the investigation find that the works were carried out minimising vibration as much as possible and still need to continue, then an alternative working method will be established to prevent any further exceedances (such as breaking concrete in a stockpile away from the boundary, or compacting material using a 'dead roll' i.e without vibration enabled on the compaction equipment).

In order to mitigate the impact of noise and vibration activities, site specific measures in accordance with Best Practicable Means (BPM) will be implemented and shall include the following:

- Scheduling of construction delivery vehicles to least noise sensitive times of the day;
- Time slots for bulk deliveries to ensure that convoys of vehicles do not arrive simultaneously;
- Strict control to prevent temporary parking on kerbside in the vicinity of noise sensitive roads in close proximity to the site; and,
- The use of sufficient clear signage to ensure that construction vehicles use only the designated routes.

Regular communication will be maintained with the local residents for the entire duration of the works and a complaint number and contact person shall be provided in the event of any incident occurring.

All personnel will be reminded of good practice and standards through a series of “Toolbox Talks” and Safety Inductions.

No temporary pumping or power generators are proposed to be used overnight during the works. Where these are required, they shall be noise controlled, contained units to prevent noise pollution emanating from the site.

5.4 Fuel Storage and Vehicle Refuelling

The Contractor shall ensure that any fuel required for plant shall be stored in double bunded tanks which are placed within areas of bunded impermeable surfacing, where possible.

Refuelling shall be undertaken such that any spillage is collected on a spill tray and disposed off-site. Toolbox talks shall be held by the Contractor to ensure that the operatives are fully aware of correct refuelling procedures. Any spillages shall be reported immediately to the Project Manager, immediately cleared and cleaned in an approved manner and any contaminated sub-soil immediately removed.

5.5 Mud Control

The Contractor shall apply mud control (M/C) when applicable. A jet washing unit (mobile water bowser with jet wash) will be deployed to facilitate washing down of vehicular wheels leaving site. This shall be positioned adjacent to the site entrance so that the vehicles exiting this facility do so on to clean, hard surfacing leading back into the business park. All

vehicles exiting site shall do so through the wheel wash and the gateman shall keep records of such.

The Contractor shall ensure that, as a result of the Works, mud, dust and debris is not deposited on public highways; in the event of this occurring, appropriate mitigation measures shall be taken. A road-sweeping vehicle shall be employed if necessary.

5.6 Gas and Fires

The Contractor shall take measures to ensure gaseous emissions from all plant, fuel etc. are minimised and at level approved by the Client & KBC.

In the event of odour nuisance levels being encountered on the site boundary, remedial measures shall be taken including the immediate removal or covering or control of odour sources.

The Contractor shall ensure the lighting of fires is prohibited at all times. Notices to this effect shall be erected and maintained at appropriate locations.

Smoking on site will not be permitted outside of the designated, controlled smoking areas.

5.7 Dust Control

Dust control measures shall be undertaken to the satisfaction of the Project Manager, Client & KBC at all times and works will be stopped if acceptable measures are not in place or being utilised. Dust control measures will include as a minimum the damping down of the site and structure with water during breakout and dry weather.

The following monitoring works shall be undertaken by the Contractor:

- Daily visual and odour diary; and,
- Fortnightly monitoring of dust sitewide and at receptor locations as shown on drawing T2123/DEMP/001 in Appendix B;

Based on a subjective assessment, if dust levels are a nuisance site wide, especially at the site boundary, contingency measures for dust control shall be implemented.

Monitoring data will be compared to exposure standards, which form the basis of trigger levels will be used to re-assess working practices on site.

Trigger levels will be set according to 2 levels of control as follows:

- Level 1 - To protect workers on site, based on occupational exposure standards. Parameter measured being close to or at the exposure standard. Action will be to investigate reason and modify ongoing works.
- Level 2 - To protect nearby sensitive receptors. Parameter above exposure standard. Action will be to stop site works, investigate reason and modify ongoing works.

Acceptability levels to be compared with the site wide environmental monitoring results should be agreed with the Client & KBC prior to work commencing but as a minimum the following levels shall be adopted within this DMP.

5.8 Site Waste Management Plan

Prior to commencement, a detailed audit of anticipated waste streams will be undertaken, including demolition arisings, soils, substructures, hardstanding, and incidental general demolition waste.

Materials will be segregated at source to facilitate recycling, with inert arisings such as concrete, brick and masonry retained on site for processing works to a recycled aggregate, and metals, timber and plastics sent to appropriate reprocessors.

Hazardous wastes, should they be encountered, will be identified, segregated, and removed under duty of care by specialist contractors.

Opportunities for the beneficial reuse of site-won materials will be maximised where suitable. Clean crushed concrete and masonry arisings may be processed and reused as fill or sub-base material, subject to compliance with geotechnical and environmental specifications. Any reuse of materials on site will be supported by a Materials Management Plan where required under the CL:AIRE Definition of Waste Code of Practice. Imported soils or aggregates, where necessary, will be tested to demonstrate suitability for use prior to placement.

All waste generated from the site will be disposed of via licensed waste carriers to appropriately licensed waste management facilities. Movements will be tracked through the use of waste transfer notes and consignment documentation, in full compliance with the Environmental Protection Act 1990 and the Waste (England and Wales) Regulations 2011. Copies of all paperwork will be retained within the site environmental logbook to demonstrate the chain of custody and will be made available to the Local Planning Authority upon request.

5.9 Contingency Measures

The Contractor shall deploy a water bowser, where needed, with an adapted spray bar system to dampen down the site surfaces, including soils and aggregates, and consequently mitigate dust by increasing the consistent moisture conditions if required. This plant mitigates dust/odour nuisance whilst blanketing up to 10,000m² with a fine spray of water droplets at any one deployment.

Further, where required, a Dustboss system will be employed to mitigate dust liberation from the structure.

5.10 Pest Control

A programme of pest control shall be implemented throughout the demolition phase to ensure that the works do not give rise to vermin or other nuisance species.

Prior to commencement, a pre-demolition inspection will be undertaken to identify any evidence of rodents or other pests within the existing buildings and surrounding service areas. Where infestations are identified, appropriate treatment will be undertaken by a licensed pest control contractor in advance of demolition.

During the works, demolition arisings and waste materials will be promptly removed from site to prevent the creation of harbourage or food sources. All skips and bins will remain securely covered when not in use, and the site compound will be maintained in a clean and tidy condition with regular removal of food waste or litter.

Where necessary, bait stations and traps will be installed at strategic locations along the hoarding line and within the compound. Records of all inspections and treatments will be kept within the site environmental logbook for review by the Local Planning Authority on request.

5.11 Artificial Lighting

Temporary lighting will be installed within the demolition site only where required to maintain safe working conditions and secure the compound during hours of darkness. All lighting will be positioned within the site boundary and directed inwards to avoid spill into surrounding residential and commercial properties. The use of upward-facing or unrestricted floodlighting will be avoided.

Lighting columns and fittings will be equipped with directional cowls and shields to ensure that illumination is confined to working areas, access routes, and the site compound. Levels

will be set to the minimum necessary to maintain health and safety standards, and lighting will be switched off when not required.

Particular care will be taken along the eastern and southern site boundaries, adjacent to town centre residential uses and the Royal Mail Delivery Office, to ensure that lighting does not give rise to nuisance or disturbance. Lighting design will also follow current guidance to minimise impacts on ecological receptors, in line with the recommendations of the Preliminary Ecological Appraisal and Bat Surveys.

6.0 Environmental Monitoring

6.1 Monitoring

The main areas covered by the environmental monitoring will include the following and baseline monitoring will be conducted with mitigation measures implemented prior to the commencement of works:

- Air quality to include dust;
- Vibration monitoring; and,
- Noise monitoring.

Daily measurements will be undertaken using real time, visual and olfactory methods during periods while the works progress; monitoring frequencies are likely to be dynamic on a risk based approach to the works, utilising professional judgement and experience.

These methods have their limitations in terms of accuracy and limit of detection but **are required to assess compliance with short term exposure standards and address problems early on - timely action can be taken to prevent complaints and avoid causing concern for those working in the vicinity of the site.**

Within the site boundary dust monitoring shall be carried out using Frisbee gauges (directional dust) at the predetermined locations. A visual assessment of fugitive dust emissions and a subjective assessment of odour strength and character at offsite locations will be undertaken.

PID monitoring is not thought at this time to be required, however, if any unanticipated volatile compounds are suspected to cause concern during the works this will be deployed at the boundary where necessary.

A summary of the environmental monitoring is presented in Table 1 below and proposed monitoring points indicated on drawing C332/CEMP/001 in Appendix A below.

Table 1 – Summary of Environmental Monitoring and Sampling

Activity	Locality	No. of Monitoring Points	Location Reference	Frequency	Notes
Air Quality	Site boundary	4	AQ1, AQ2, AQ3, AQ4	Fortnightly	Dust recorded by Frisbee Gauges. Dust recorded by visual assessment.
Vibration	Site Boundary	1	VB1, VB2	Daily/continuous	Measurement and evaluation of vibration shall be in accordance with the guidance given in BS7385 Part 1 for 'control' monitoring.
Noise	Site boundary and within site	4	NM1, NM2, NM3, NM4	Daily	Recorded by hand-held noise level meter. Proposed target noise levels at the boundary are not to exceed 85dB to prevent damage to off-site persons hearing in accordance with the Control of Noise at Work Regulations 2005.

All field monitoring data will be provided within Environmental Reports, issued weekly/ fortnightly depending on the progression of works. Results will be compared with earlier results for the same locations to National/European Air Quality Standards. Where no standards are available, long-term exposure standards are derived from other sources, e.g.:

- Environment Agency/ Defra Contaminated Land TOX reports for inhalation TDI's;
- WHO Air Quality Guidelines for Europe;
- US EPA Integrated Risk Information System; and,
- CAR 2012 (where applicable).

If any significant variations arise, an explanation will be sought, and the Project Manager will within 24hrs make available the findings to the Client and Knowsley Borough Council.

6.2 Daily Environmental Record

The Daily Environmental Record (DER) provided in Appendix C shall be completed daily by the Contractor and act as an auditing record that environmental checks are being conducted, including:

- Daily checks/remedial measures to site hoarding/ perimeter fencing;
- Dust monitoring at the pre-determined locations, coupled with visual inspections site wide;

- Weather forecasting information, current weather conditions and actions taken to reduce potential for nuisance;
- Noise monitoring at pre-determined locations;
- Daily checks for rutting on public highway leading to site; and,
- Odour monitoring in relation to excavation of unforeseen contamination.

The DER will be developed to provide an all-encompassing and auditable record of our operations on site.

The DER shall be made available to the Client and KBC upon request.

Daily and weekly environmental records will be maintained by the Contractor during the entire duration of the site works.

7.0 Regulatory Authority Consultation

The Principal Contractors Project Manager will maintain contact with local representatives in the immediate area so that any concerns on construction and environmental impacts may be addressed at an early stage.

Regular visits from the regulatory authorities will be encouraged so that they may be confident that controls are in place and monitoring is being carried out. This will aid the authorities in responding to any enquiries from the public.

A proactive approach will be taken by the Principal Contractor to keeping site neighbours informed. A letter drop will be completed for local businesses in the immediate vicinity. Site contact details will be issued and displayed on notice boards.

End of Report

APPENDIX A – Planning Decision Notice



Knowsley Council

**REGENERATION AND ECONOMIC DEVELOPMENT
DEPARTMENT**

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Application No: 23/02803/FUL

Name and address of applicant

Genr8 Kajima Regeneration Limited
10 St Giles Square
London
WC2H 8AP

Name and address of agent

Turley
1 New York Street
Manchester
M1 4HD

Date of Receipt: 27 November 2023

Date Valid: 5 December 2023

Address/Location Of Development:

Land At Civic Way
Huyton
Knowsley

Description of Development:

**ENABLING AND ENGINEERING WORKS COMPRISING OF DEMOLITION OF THE
MUNICIPAL BUILDING AND COMPUTER BUILDING; EXISTING CAR PARKS
AND HARDSTANDING, REMOVAL OF TREES, GROUND REPROFILING AND
REMEDICATION, INSTALLATION AND DIVERSION OF BELOW GROUND
INFRASTRUCTURE, FORMATION OF A TEMPORARY CAR PARK,
INSTALLATION OF SECURITY HOARDING AND ASSOCIATED WORKS**

The Council of the Metropolitan Borough of Knowsley hereby give notice in pursuance of the above Act(s) that Planning Permission has been **granted** for the carrying out of the development referred to above in accordance with the application and plans submitted subject to the following condition(s):

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

3. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and

approved in writing by the Local Planning Authority. The drainage schemes should consider the following points:

- i. The LLFA understands that an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365 has been undertaken. The results of infiltration tests will be required to disqualify the infiltrating-based SuDS methods from the drainage options.
- ii. The CCTV survey of all within-site drainage assets that remain after the enabling works will be required.
- iii. The CCTV survey of exiting points of connections to the public sewer system before and after the enabling works will be required.
- iv. Levels of the proposed drainage systems (filter drains, swales and new manholes) including proposed ground and finished floor levels in AOD will be required.
- v. To ensure that the capacity of downstream public sewers after the works are not compromised, a demonstration will be required to indicate that existing catchment areas to each outfall will be maintained. Where such a risk is applicable, incorporation of mitigation measures to manage the risk of sewer surcharge will be expected.
- vi. Should the applicant or their contractor identify sources of pollution and associated mitigation measures within their CEMP (Construction Environmental Management Plan) other than already set out in the proposed Drainage Strategy, this must be submitted to and approved in writing by the Local Planning Authority prior to the works commencing.

Reason: To ensure a satisfactory drainage system is provided to serve the site in accordance with Paragraph 163 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) and Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

4. No part of the development hereby permitted shall be commenced until a Demolition Management Plan has been submitted to and agreed in writing by the Local Planning Authority that details the means of mitigation of demolition effects. This shall include but not be limited to the following:
 - i. The site working hours (our standard hours are 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours Saturday and not at all on Sundays/Public Holidays without the prior written permission of the Local Planning Authority.)
 - ii. Methods for the mitigation of noise and vibration from the works, including the operation of any temporary power generation or pumping plant which will operate overnight.
 - iii. Methods for dust control and suppression.
 - iv. Details of wheel washing facilities including location and type.
 - v. Demolition parking arrangements
 - vi. Adequate provision for addressing any abnormal wear and tear to the highway
 - vii. Measures for the control of traffic to and from the site, parking and temporary traffic management arrangements during demolition
 - viii. The areas for the storage of plant and materials, including wastes.
 - ix. Location of site compound.
 - x. Arrangement of any temporary lighting (to prevent it from causing a nuisance).
 - xi. A site waste management plan to include details of measures to be implemented for the minimisation of waste.
 - xii. Details of relevant pest control measures that will be in place throughout the demolition phase.

- xiii. Details of how the nearby neighbours / businesses will be informed of the works. Any letter / leaflet that is to be distributed should contain the following:
- a. a brief description of the intended works, including details of any works likely to cause disturbance.
 - b. the anticipated start and finish date of the works.
 - c. a site contact name and phone number should issues arise.
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 to preserve the safety and function of the highway network 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 Policies H5 and ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

5. Contaminated Land

A. Risk Assessment

No development shall take place until an assessment of the risks posed by any contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with authoritative guidance (CLR 11), and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include (where relevant):

- (i) a survey of the extent, scale and nature of contamination.
- (ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and
- service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments.

B. Submission of Remediation Scheme

Where land affected by contamination is found which poses unacceptable risks, no development shall take place until a detailed remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. As a minimum, the scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to its intended use.

C. Implementation of Approved Remediation Scheme

The approved remediation scheme shall be implemented, and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

D. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

E. Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, signed off by a Qualified Person, shall be submitted to and agreed in writing with the local planning authority. The MMP shall demonstrate that any reuse of contaminated materials does not result in increased risk to the environment or human health.

F. Importation of Soil/Material

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority.

Reason: To prevent any risk to the public and general pollution of the environment and in accordance with Policy CS2 in the Knowsley Local Plan Core Strategy and saved policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

6. Within 5 years of the date of this decision notice, a scheme for replacement tree planting must be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include tree replacement for individual trees on a 2:1 basis and tree replacement for groups on a 2:1 basis. For the avoidance of doubt, the scheme must include at least 56 new trees. The scheme should include the location, size and species of the replacement trees. Following the approval of the scheme for replacement tree planting, the tree planting shall be wholly implemented in its finally approved form the first available planting season following the substantial completion of development. Any tree or other planting which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of five years thereafter shall be replaced during the first available planting season following the date of loss or damage.

Reason: In the interests of visual amenity and to ensure the development complies with Saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

7. No part of the development hereby permitted shall be commenced until:

- a. A plan showing the location of all protective tree fencing has been submitted to and agreed in writing by the Local Planning Authority.
- b. All existing trees/hedges to be retained on site (as indicated on Drawing No. C161140-04-01 Rev A 'Tree Retention Plan' in the Arboricultural Impact Assessment received 4th December 2023) have been protected by fencing in accordance with BS5837:2012, of a minimum height of 2.3 metres, which shall use vertical and horizontal scaffolding poles with the uprights driven well into the ground and well braced to resist impact. Onto this, weldmesh panels (without the use of rubber or concrete feet) should be securely fixed.
- c. At least five days written notice has been given to the Local Planning Authority of the intention to commence development. The protective fencing referred to in parts (a) and (b) shall be in place prior to the written notice of the start of development being given to the Local Planning Authority and shall be retained in place until the development is complete.

No storage of plant or material (including soil) works (including movement of soil, changes in ground level, vehicular movements, siting of temporary buildings or other works), lighting of fires or tipping of liquids shall take place within the protective fencing thereby defined for the duration of the development works.

Reason: To protect existing trees within the site in the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

8. No part of the development shall commence until a scheme for the provision of vehicular access and servicing (including turning movements) for numbers 22 to 50 Derby Road has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented in full accordance with the approved scheme details prior to first occupation of the development unless otherwise agreed in writing by the Council as Local Planning Authority. For the avoidance of doubt, such a scheme shall be retained at all times to ensure access in perpetuity.

Reason: To ensure the provision of safe and adequate means of access to the adjacent sites in the interests of the safety and amenity of residents and visitors.

9. No part of the development proposals shall be commenced until a Car Park and Pedestrian Route Management Plan has been submitted to and agreed in writing by the Local Planning Authority. For the avoidance of doubt, the plan shall have within it, either detailed provision for each phase of the proposals, or a review mechanism to ensure that no phase may proceed until the Council as Local Planning Authority are satisfied that the proposals are adequate to cater for the impacts of said phase.

Reason: To ensure a satisfactory regime of car parking management and pedestrian access is provided at all times throughout and after the development has taken place, in order to prevent pedestrian severance and excessive car parking on the highway during times of peak demand.

10. The Preliminary Bat Roost Assessment identified Tree T1 (arb ref T23) and T2 (arb ref T22) were identified as having moderate suitability for roosting bats. These trees are shown as being retained. Should this change and the trees need to be removed, prior to their removal, a bat survey is first required to identify whether the trees have

roosting bats. The mitigation of the bat survey must be approved in writing with the Local Authority and implemented in full.

Reason: To safeguard protected species in accordance with the NPPF.

11. The Preliminary Bat Roost Assessment identified trees T3 (arb ref - within G31), T4 (arb ref T42) and T6 (arb ref - within G18) as having low bat roost potential. The felling of this tree shall be in line with best practice and the felling of this tree should employ soft felling techniques under the supervision of a suitable qualified ecologist.

Reason: To safeguard protected species in accordance with the NPPF.

12. Prior to the removal of any vegetation or the demolition or conversion of buildings between 1st March and 31st August in any year, a detailed survey shall be carried out to check for nesting birds. Where nests are found in any building, hedgerow, tree or scrub or other habitat to be removed (or converted or demolished in the case of buildings), a 4m exclusion zone shall be left around the nest until breeding is complete. Completion of nesting shall be confirmed by a suitably qualified person and a report submitted to and approved in writing by the Local Planning Authority before any further works within the exclusion zone taking place.

Reason: To safeguard protected species in accordance with the NPPF.

13. No development shall take place until the following reasonable avoidance measures have been put in place to ensure that there are no adverse effects on hedgehogs which are a priority species:

- A pre-commencement check for hedgehogs.
- All trenches and excavations should have a means of escape (e.g. a ramp);
- Any exposed open pipe systems should be capped to prevent mammals gaining access; and
- Appropriate storage of materials to ensure that mammals do not use them.

Reason: In the interests of biodiversity conservation and to comply with Policy CS8 of the Knowsley Local Plan Core Strategy, adopted January 2016.

14. Prior to the commencement of development, a method statement for the treatment and/or removal of Cotoneaster must first be submitted to and approved in writing by the Local Planning Authority. The report must be prepared by a competent person and include the following information:

- A plan showing the extent of the Cotoneaster.
 - The method(s) that will be used to prevent the Cotoneaster spreading further including demarcation;
 - The method(s) of control that will be used, including details of post-control monitoring; and
 - How the Cotoneaster will be disposed of after treatment/removal.
- The approved details shall thereafter be implemented in full.

Reason: These details are required to be approved before the commencement of development to prevent the spread of invasive species and protect local biodiversity

15. Within 12 months following the completion of the removal of Cotoneaster from the site, a validation report confirming the Cotoneaster remediation treatment has been carried out and that the site has been free of the invasive species for 12 consecutive months shall be submitted to the Local Planning Authority.

Reason: To ensure the invasive species has been adequately dealt with.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
27/11/2023	M10335_0007	Rev P01	SITE LOCATION PLAN
27/11/2023	HTC-BHE-XX-ZZ-DR-S-0001	Rev P01	GENERAL ARRANGEMENT DEMOLITION PLAN
27/11/2023	-	-	HUYTON MIXED USE DISTRICT PROJECT: INDICATIVE PHASING PROPOSAL AND OPTIONS FOR DELIVERY OF ENABLING WORKS 23/11/23
08/12/2023	VN32696-D100	Rev -	GENERAL ARRANGEMENT & DIMENSIONS - SITE ACCESS JUNCTION & PARKING BAYS
19/02/2024	M10335_0008	Rev P01	SITE LAYOUT FOLLOWING DEMOLITION
19/02/2024	VN232696-D106	Rev -	AFFECTED PEDESTRIAN ROUTES/DESIRE LINES AT THE SITE
27/11/2023	M10335_0003	REV 01	PROPOSED GROUND LEVELS
27/11/2023	M10335_0006	REV 01	TOPOGRAPHICAL PLAN

REASON(S) FOR THE GRANTING OF PLANNING PERMISSION

The decision to grant planning permission has also been taken having regard to the policies and proposals as set out below, and to all relevant material considerations including supplementary planning guidance:-

CS1 - Spatial Strategy for Knowsley
CS2 - Development Principles
CS6 - Town Centres and Retail Strategy
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees
DQ2 - Security in the Built Environment
ENV2 - Noise and Vibration

This informative is only intended as a summary of the reason(s) for the granting of planning permission. Should you require any further details relating to the decision please contact the relevant case officer (Jo Sheridan on 0151 443 2376)

ARTICLE 35 STATEMENT

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

NOTE FOR APPLICANT:

IMPORTANT - PLEASE READ CAREFULLY THE NOTES BELOW AS FAILURE TO COMPLY COULD MAKE THE DEVELOPMENT HEREBY PERMITTED UNAUTHORISED

- 1) This planning permission is granted in strict accordance with the approved plans. It should be noted however that:
 - a) Any variation from the approved plans following commencement of the development, irrespective of the degree of variation, will constitute unauthorised development and may be liable to enforcement action.
 - b) You or your agent or any other person responsible for implementing this permission should inform Planning Services immediately of any proposed variation from the approved plans and ask to be advised as to the best method to resolve the matter. Most proposals for variation to the approved plans will require the submission of a new planning application.
- 2) This permission is granted subject to conditions and it is the owner of the property and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.
- 3) If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development this is called a "condition precedent". The following should be noted with regards to conditions precedent.
 - a) If a condition precedent is not complied with prior to the start of development, the whole of the development will be unauthorised and you may be liable to enforcement action.
 - b) In addition, if the requirements of a condition precedent are subsequently not complied with, the development is unauthorised and the only way to rectify the development is the submission of a new application.

If any other type of condition is breached then you will be liable to a breach of condition notice.

Informative

1. The applicant is advised that part of the land within the red line boundary is adopted highway, and it is an offence to obstruct the highway. This permission does not entitle the developer to obstruct the public highway whatsoever. Any proposed temporary or permanent stopping-up or diversion of a highway must be the subject of an Order under the appropriate Act.
2. The applicant, their advisers and contractors should be made aware that if any European protected species are found, then as a legal requirement, work must cease, and advice must be sought from a licensed specialist.
3. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Standing Advice valid from 1st January 2023 until 31st December 2024

4. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Please see plans provided by Cadent Gas attached at the end of the decision notice.

Executive Director - Regeneration and Economic Development

Date: 19 March 2024

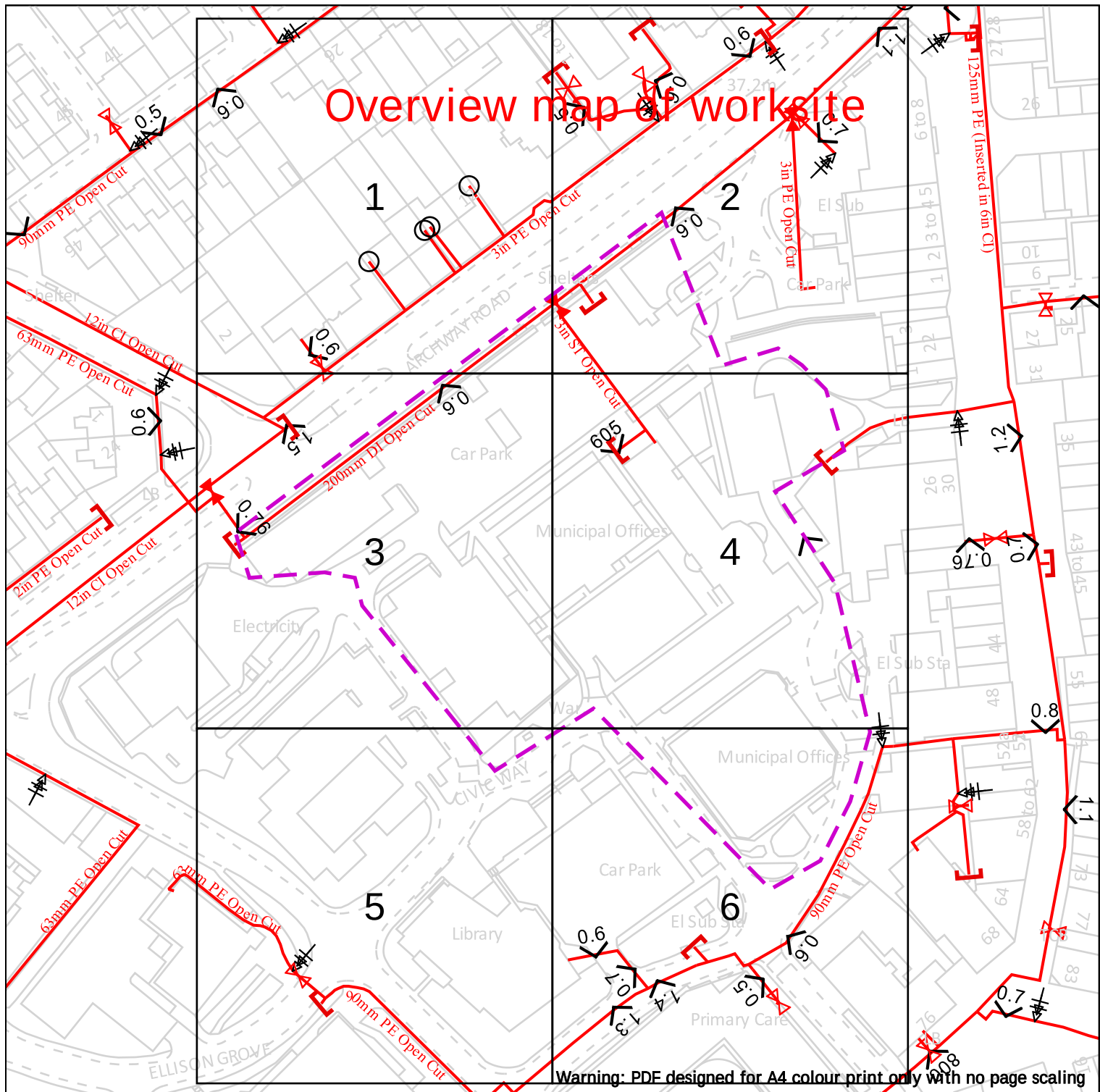
IMPORTANT NOTES FOR YOUR ATTENTION:

- 1. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, bylaw, order or regulation.**
- 2. This permission refers only to those plans submitted as part of the Planning Application a copy of which is retained by the Local Planning Authority. The Local Planning Authority should be contacted in writing if it is proposed to amend these plans in any way as a further permission, may be required.**
- 3. You should ensure that you understand the requirements of all planning conditions and that you fully comply with their requirements. If you are in any doubt about what a condition requires of you, please ask us for assistance. Planning conditions may require you to submit further information to us and await our approval before you can start your development. A failure to do so could result in your development being unlawful and necessitate the submission of a further planning application. A failure to comply with the conditions of the permission/consent may result in the taking of enforcement and potentially legal action, against you to remedy the breach of planning control.**
- 4. A fee is normally payable to discharge planning conditions in accordance with government regulations.**
- 5. This permission does not convey any rights or approval to build on, or develop, any land that is not fully owned or controlled by you, including on party boundaries. You should satisfy yourself that the agreement of any adjoining landowners has been given prior to commencing any building works.**
- 6. If a Building Regulations Consent is required for these works it is your responsibility to ensure that the plans submitted for both the Building Regulations Consent and Planning Permission are the same in all respects. Should the plans relating to one consent vary from the other, it will be necessary for you to submit amended plans to this Department and obtain the relevant approval(s) prior to commencing any works. Knowsley Council's Building Control team are contactable on (0151)-443 2342 and they would be pleased to assist you.**

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>.
If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Overview map of worksite



Warning: PDF designed for A4 colour print only with no page scaling

Cadent
Your Gas Network

Dig Sites

Area:

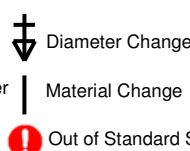
Line:



LP Mains
MP Mains
IP Mains
LHP Mains



Valve
Depth of cover
Syphon



Diameter Change
Material Change
Out of Standard Service

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Date Requested: 15/12/2023
Job Reference: 31877933
Site Location: 344182 390823
Requested by: Miss Dolapo Esan

Your Scheme/Reference:
23/02803/FUL (DE)

View extent: 100m, 100m

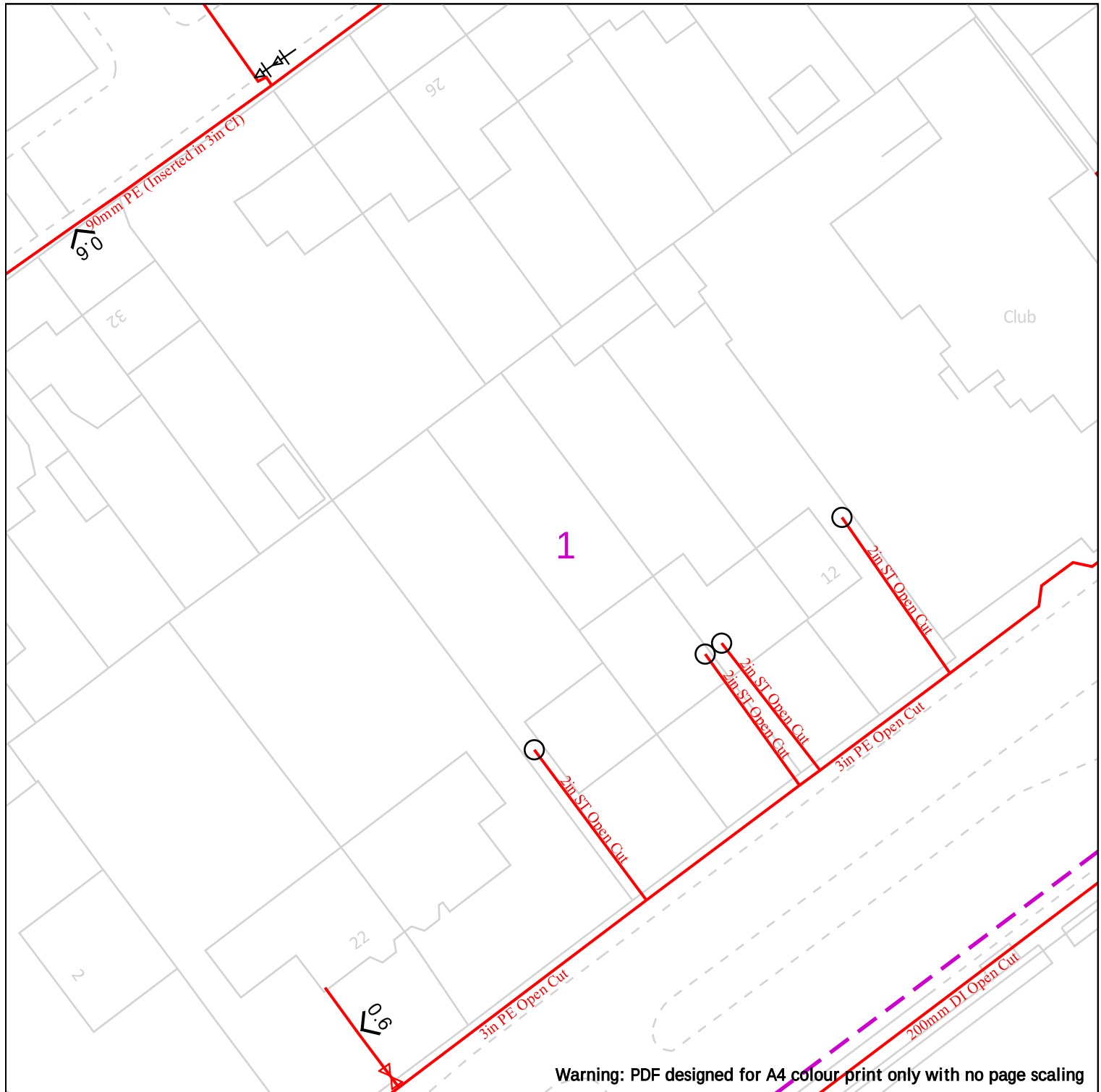
IMPORTANT NOTICES

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In case of emergency call - 0800 111 999

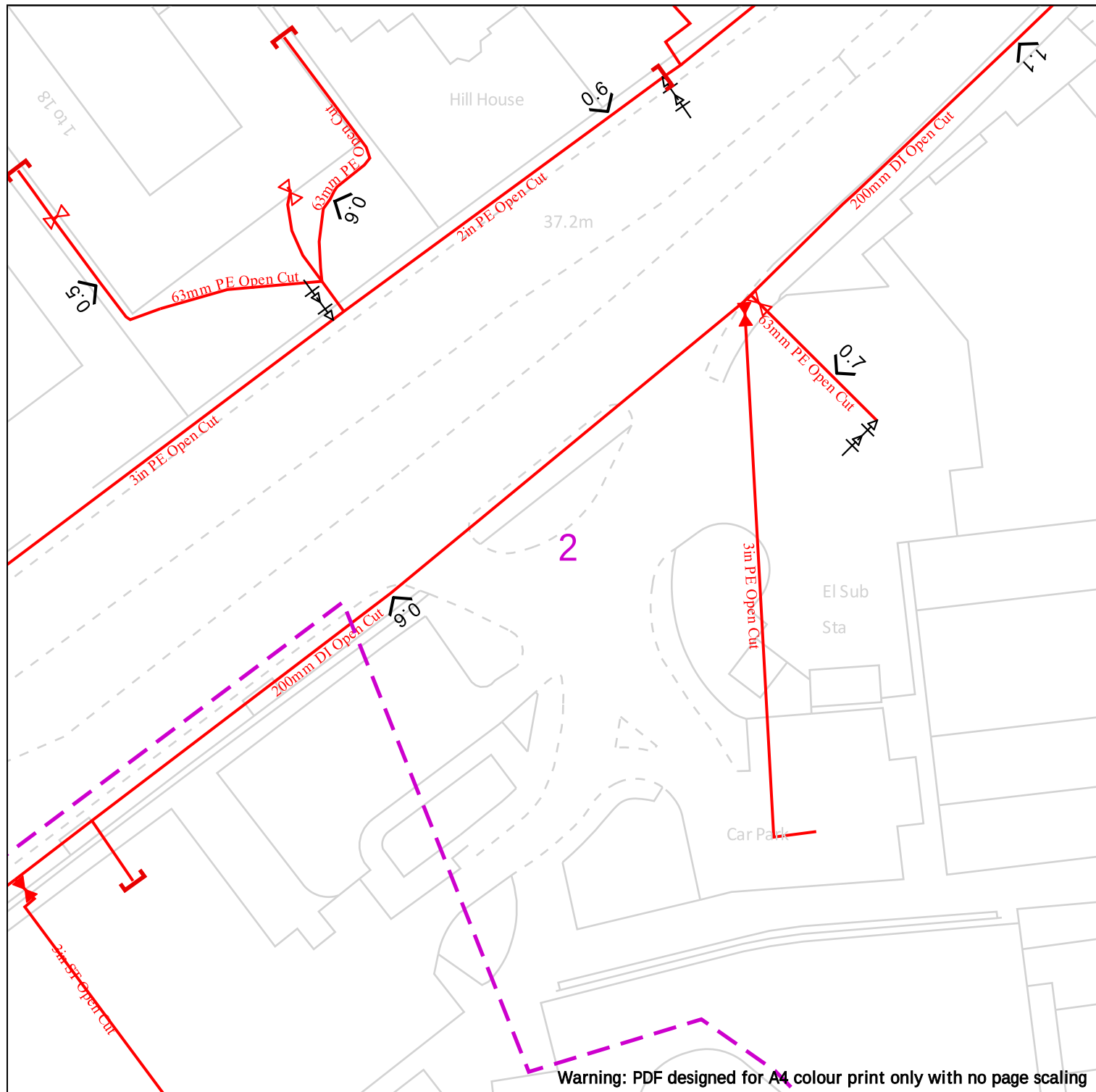
Scale: 1:1537 (When plotted at A4)

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 Cadent Your Gas Network	Dig Sites Area:  Line:  <table border="0"> <tr> <td></td> <td>LP Mains</td> <td></td> <td>Valve</td> <td></td> <td>Diameter Change</td> </tr> <tr> <td></td> <td>MP Mains</td> <td></td> <td>Depth of cover</td> <td></td> <td>Material Change</td> </tr> <tr> <td></td> <td>IP Mains</td> <td></td> <td>Syphon</td> <td></td> <td>Out of Standard Service</td> </tr> <tr> <td></td> <td>LHP Mains</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Where an out-of-standard service is present please contact plant protection 0800 688 588 for further information. Out-of-standard service symbology may be used to indicate one or more of the following: • Identification of shallow services • Identification of dual services • Recording of non-perpendicular services A perpendicular service/connection is laid in a straight line from the entry point at the property to the connection at the main – this includes a pipe that has a perpendicular connection and is not straight but does not deviate more than 1m off centre line.		LP Mains		Valve		Diameter Change		MP Mains		Depth of cover		Material Change		IP Mains		Syphon		Out of Standard Service		LHP Mains				
	LP Mains		Valve		Diameter Change																				
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	LHP Mains																								
Date Requested: 15/12/2023 Job Reference: 31877933 Site Location: 344182 390823 Requested by: Miss Dolapo Esan Your Scheme/Reference: 23/02803/FUL (DE) View extent: 100m, 100m	IMPORTANT NOTICES This plan shows these pipes owned by Cadent Gas Limited in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GT's or otherwise privately owned may be present in this area. Information with regards to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections etc. are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Cadent Gas Limited or their agents, servants or contractors for any errors or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue. In case of emergency call - 0800 111 999 Crown Copyright © - This plan is reproduced from or based on the OS map by Cadent Gas Limited, with the sanction of the controller of HM Stationary Office. Crown Copyright Reserved. Ordnance Survey Licence number 100024886																								

Scale: 1:500 (When plotted at A4)



Warning: PDF designed for A4 colour print only with no page scaling

25m

Dig Sites

Area:

Line:



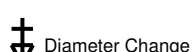
LP Mains
MP Mains
IP Mains
LHP Mains



Valve

Depth of cover

Syphon



Diameter Change



Material Change



Out of Standard Service

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Cadent
Your Gas Network

Date Requested: 15/12/2023
Job Reference: 31877933
Site Location: 344182 390823
Requested by: Miss Dolapo Esan

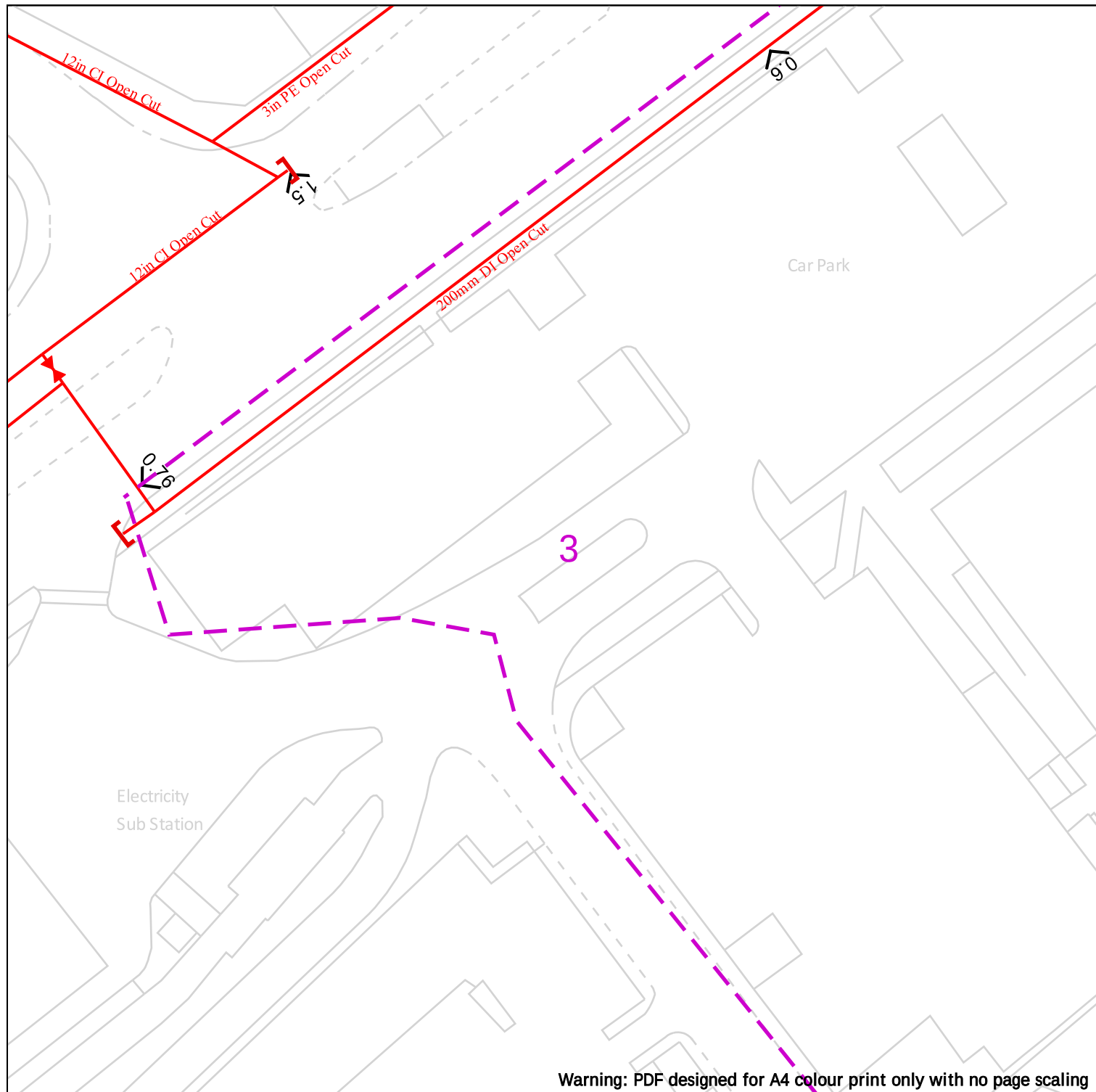
Your Scheme/Reference:
23/02803/FUL (DE)

View extent: 100m, 100m

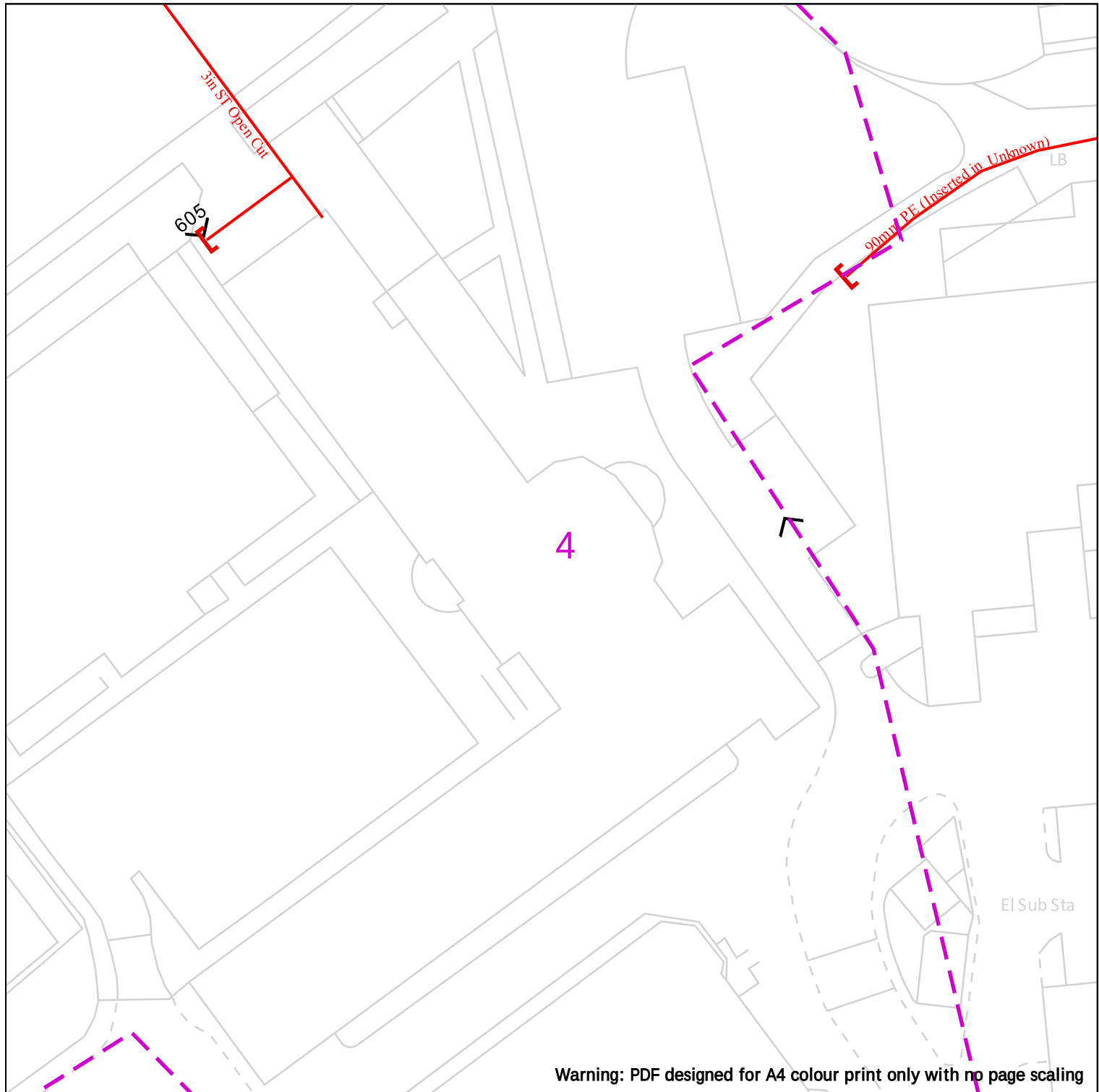
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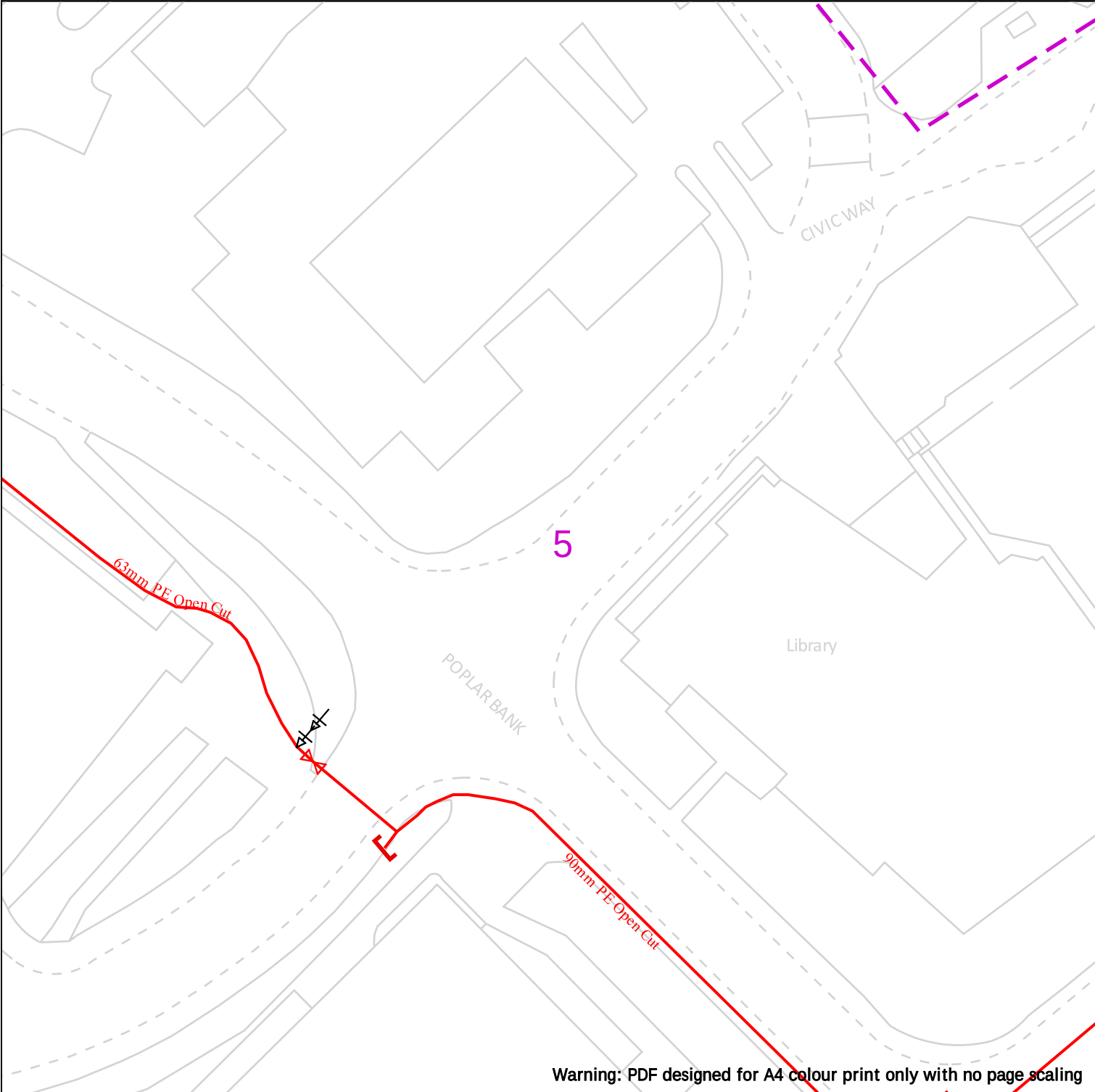
In case of emergency call - 0800 111 999



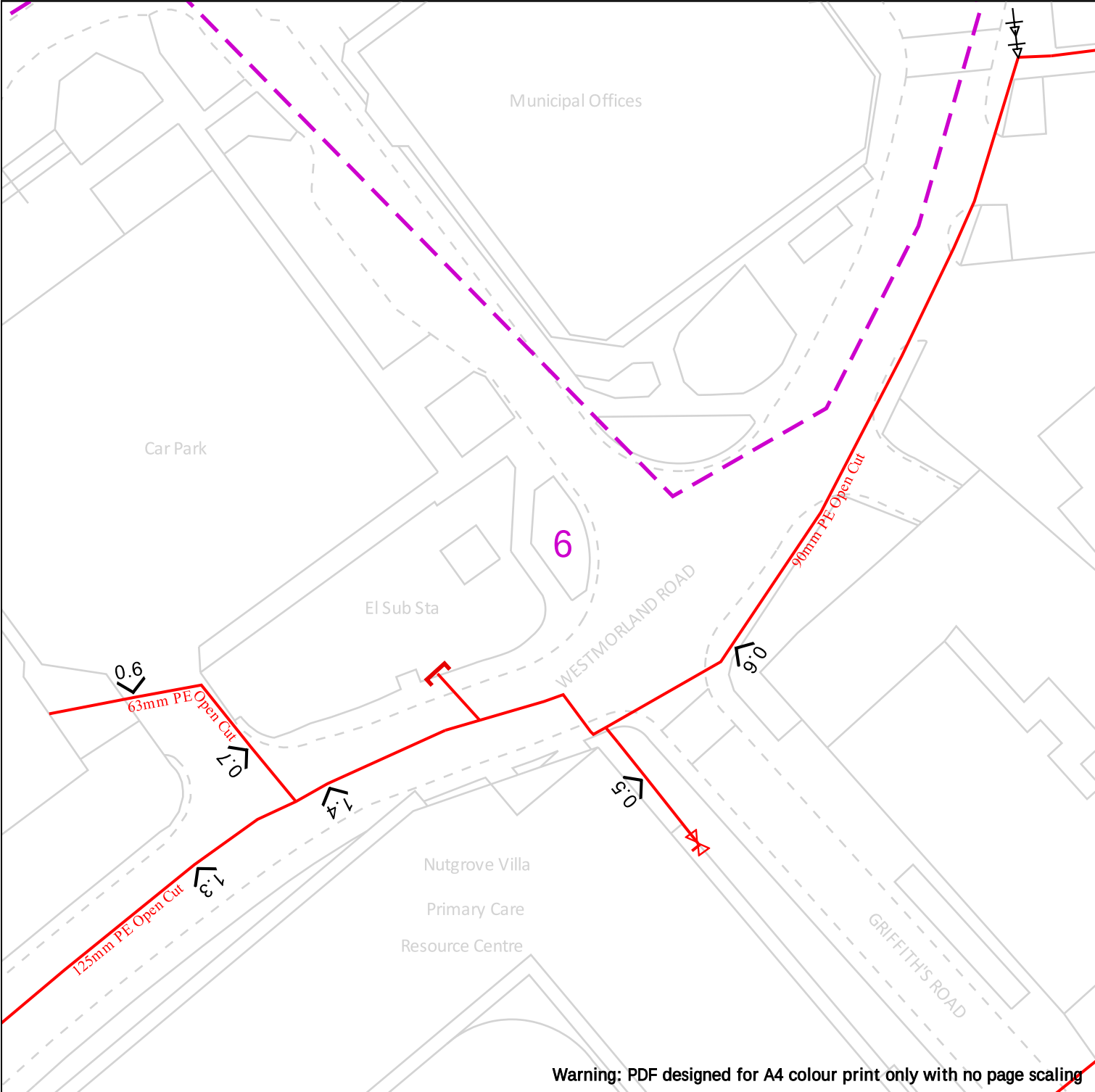
	 Dig Sites Area:  Line:   LP Mains  MP Mains  IP Mains  LHP Mains  Valve  Depth of cover  Syphon  Diameter Change  Material Change  Out of Standard Service Where an out-of-standard service is present please contact plant protection 0800 688 588 for further information. Out-of-standard service symbology may be used to indicate one or more of the following: • Identification of shallow services • Identification of dual services • Recording of non-perpendicular services A perpendicular service/connection is laid in a straight line from the entry point at the property to the connection at the main – this includes a pipe that has a perpendicular connection and is not straight but does not deviate more than 1m off centre line.
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	 Dig Sites Area:  Line:  <table border="0"> <tr> <td></td> <td>LP Mains</td> <td></td> <td>Valve</td> <td></td> <td>Diameter Change</td> </tr> <tr> <td></td> <td>MP Mains</td> <td></td> <td>Depth of cover</td> <td></td> <td>Material Change</td> </tr> <tr> <td></td> <td>IP Mains</td> <td></td> <td>Syphon</td> <td></td> <td>Out of Standard Service</td> </tr> <tr> <td></td> <td>LHP Mains</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> Where an out-of-standard service is present please contact plant protection 0800 688 588 for further information. Out-of-standard service symbology may be used to indicate one or more of the following: • Identification of shallow services • Identification of dual services • Recording of non-perpendicular services A perpendicular service/connection is laid in a straight line from the entry point at the property to the connection at the main – this includes a pipe that has a perpendicular connection and is not straight but does not deviate more than 1m off centre line.		LP Mains		Valve		Diameter Change		MP Mains		Depth of cover		Material Change		IP Mains		Syphon		Out of Standard Service		LHP Mains				
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 Your Gas Network	 Dig Sites Area:  Line:   LP Mains  Valve  Diameter Change  MP Mains  Depth of cover  Material Change  IP Mains  Syphon  Out of Standard Service  LHP Mains	Where an out-of-standard service is present please contact plant protection 0800 688 588 for further information. Out-of-standard service symbology may be used to indicate one or more of the following: • Identification of shallow services • Identification of dual services • Recording of non-perpendicular services A perpendicular service/connection is laid in a straight line from the entry point at the property to the connection at the main – this includes a pipe that has a perpendicular connection and is not straight but does not deviate more than 1m off centre line.
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Cadent
Your Gas Network

Date Requested: 15/12/2023
Job Reference: 31877933
Site Location: 344182 390823
Requested by: Miss Dolapo Esan

Your Scheme/Reference:
23/02803/FUL (DE)

View extent: 100m, 100m

Scale: 1:500 (When plotted at A4)



Dig Sites

	LP Mains
	MP Mains
	IP Mains
	LHP Mains

Area:

Line:

	Valve
	Depth of cover
	Syphon
	Diameter Change
	Material Change
	Out of Standard Service

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APPENDIX B – Drawings

General Arrangement
1:500

49no standard parking bays

4no of disabled parking bays in accordance with the DfT's Inclusive Mobility guidance



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Site Access Detail

Parking Bay & Central Aisle Detail

REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

----- Proposed Water Bollards to regulate traffic route

Huyton TC Village Enabling Works Application

Genr8

General Arrangement & Dimensions -
Site Access Junction & Parking Bays



4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 www.slrconsulting.com

DRAWN: CG	CHECKED: DR	DATE: 09.11.23	SCALES: 1:200 at A3 (unless shown)
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DRAWING NUMBER: VN232696 - D100	REVISION: .
------------------------------------	----------------

KEY

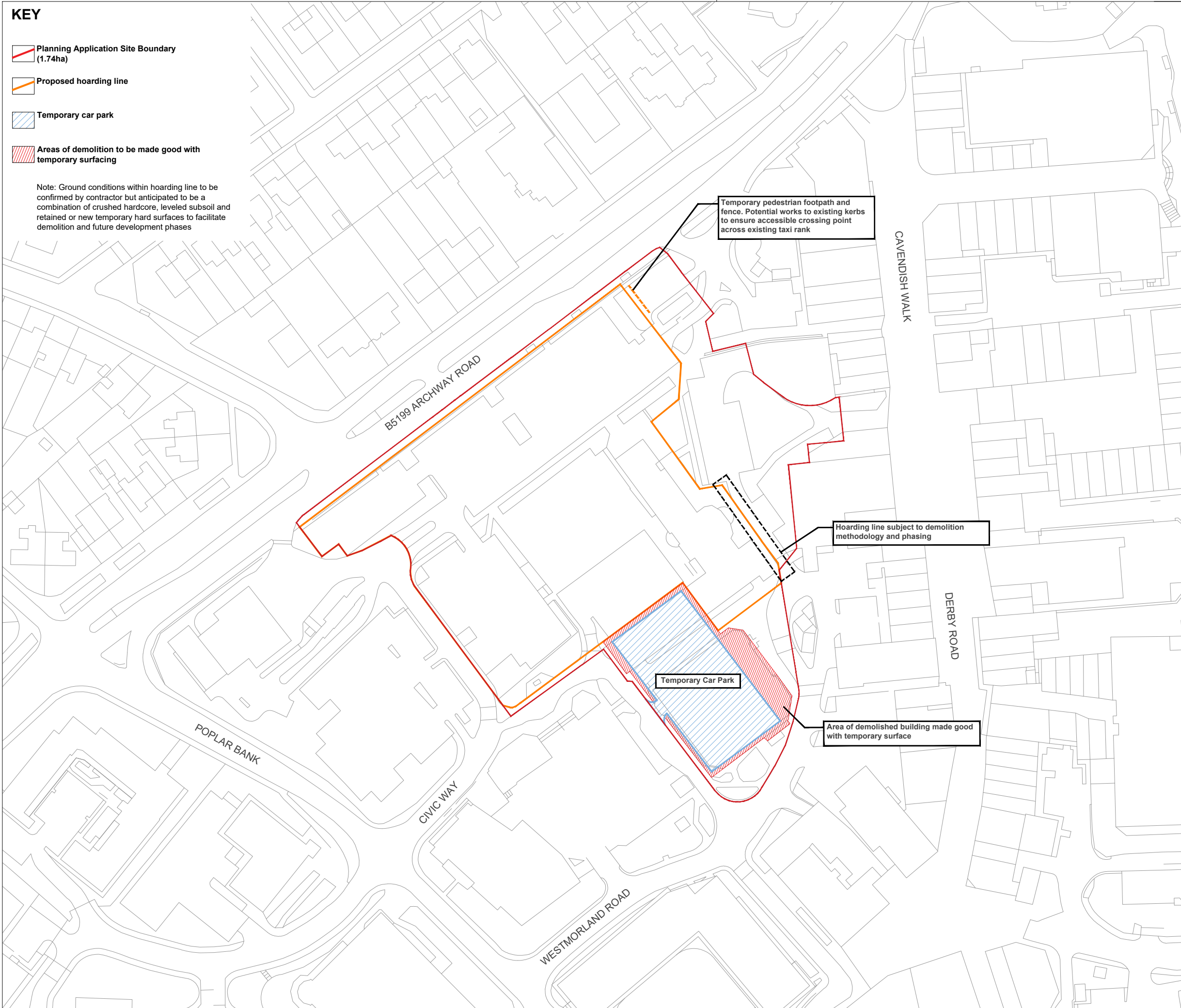
 Planning Application Site Boundary (1.74ha)

 Proposed hoarding line

 Temporary car park

 Areas of demolition to be made good with temporary surfacing

Note: Ground conditions within hoarding line to be confirmed by contractor but anticipated to be a combination of crushed hardcore, leveled subsoil and retained or new temporary hard surfaces to facilitate demolition and future development phases



NOTES

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 2. Do not scale off this drawing. Written dimensions to be taken only.
 3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.
 4. This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.
- Drawing Information based upon:
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01	First Issue	AH	16.02.24
Issue	Revision	Initial	Date



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optimised environments ltd

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t 0131 221 5920 w optimisedenvironments.com

LONDON Warnford Court | 29 Throgmorton Street | London | EC2N 2AT
t 020 79474062 w optimisedenvironments.com

MANCHESTER 13 Swan Street | Manchester | M4 5JJ
t 0161 696 7550 w optimisedenvironments.com

Optimised Environments Ltd. Registered in Scotland SC309690.
Registered address: 2nd Floor | Quartermile Two | 2 Lister Square | Edinburgh | EH3 9GL.

Client

Genr8 Kajima Regeneration Ltd

Project

Huyton Town Centre

Huyton, Knowsley

Drawing Title

Site Layout Following Demolition

-

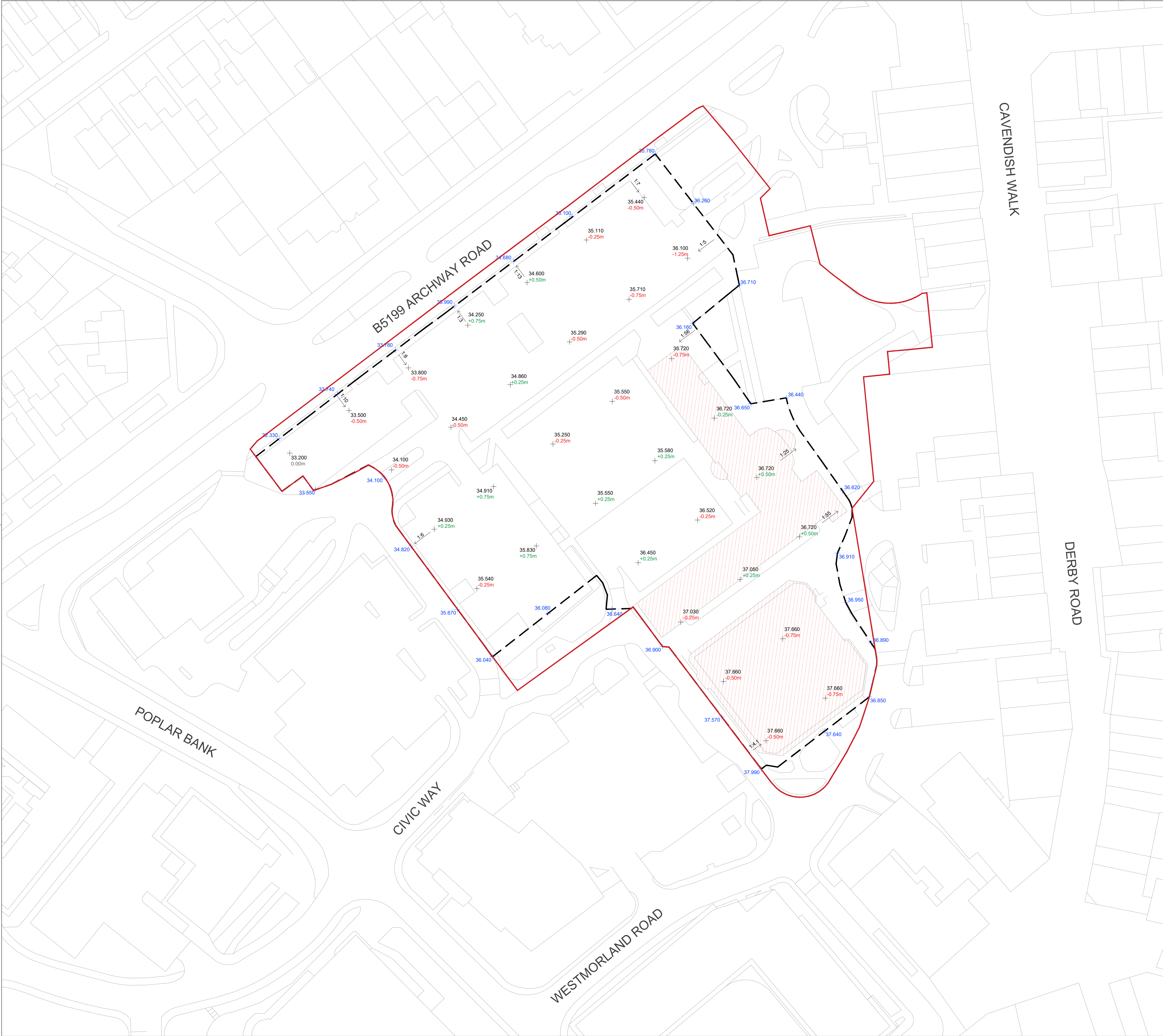


Scale: **1:1250@A3** Date: **16.11.23**

By: **AH** Status: **Planning**

Checked: **MB** Approved: **MB**

Drawing Number M10335_0008	Rev 01
--------------------------------------	------------------



KEY
ENABLING WORKS

- Planning Application Site Boundary (1.74ha)
- Extent of enabling works within phase 1 boundary
- Existing ground level
- Proposed cut and fill tolerance to existing ground levels
- Existing boundary level
- Existing buildings to be demolished

- NOTES**
- This drawing is to be read in conjunction with all other drawings and specifications.
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 - This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.
 - Drawing information based upon:
 - Topographical Survey information prepared by Survey Operations drawing reference 23F247
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01	First Issue	AH	15.11.23
Issue	Revision	Initial	Date

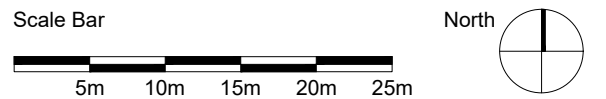
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optimised environments Ltd
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0131 221 5920 info@openoptimisedenvironments.com
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020 79040862 info@openoptimisedenvironments.com
MANCHESTER 80 Princess Street | Manchester | M1 6NZ
0161 686 7550 info@openoptimisedenvironments.com
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Registration Number: 12166866 | VAT Number: 254949670

Client
Genr8 Kajima Regeneration Limited

Project
Huyton Town Centre
Huyton, Knowsley

Drawing Title
PROPOSED GROUND LEVELS



Scale: **1:500 @ A1** Date: **10.10.2023**
By: **AH** Status: **Planning**
Checked: **AH** Approved: **MB**

Drawing Number
M10335_0003 Rev
01



KEY
SITE BOUNDARY

 Planning Application Site Boundary
(1.74ha)

- NOTES**
1. This drawing is to be read in conjunction with all other drawings and specifications.
 2. Do not scale off this drawing. Written dimensions to be taken only.
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0131 221 5920 | optimisedenvironments.com
LONDON Unit 6 | 36-42 New Inn Yard | London | EC2A 3EY
020 79474052 | optimisedenvironments.com
MANCHESTER 86 Phoenix Street | Manchester | M1 6NG
0161 690 7500 | optimisedenvironments.com

Client
Genr8 Kajima Regeneration Limited

Project
HUYTON TOWN CENTRE
Huyton, Knowsley

Drawing Title
EXISTING SITE PLAN
-

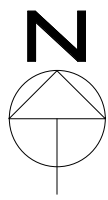
Scale Bar 5m 10m 15m 20m 25m North

Scale: **1:500 @ A1** Date: **21.09.23**

By: **AH** Status: **Planning**

Checked: **AH** Approved: **MB**

Drawing Number M10335_0001	Rev 01
--------------------------------------	------------------



DEMOLITION PHASING

REFERENCE SHOULD BE MADE TO BURO HAPPOLD DEMOLITION SPECIFICATION REF. 0051610-BHE-XX-XX-S-0001.

THREE BUILDINGS WILL BE DEMOLISHED. THESE ARE THE SEVEN-STOREY MUNICIPAL BUILDING, THE TWO STOREY ANNEXE BUILDING AND THE SEPARATE SINGLE STOREY COMPUTER CENTRE.

TWO OPTIONS ARE BEING CONSIDERED FOR DEMOLITION.

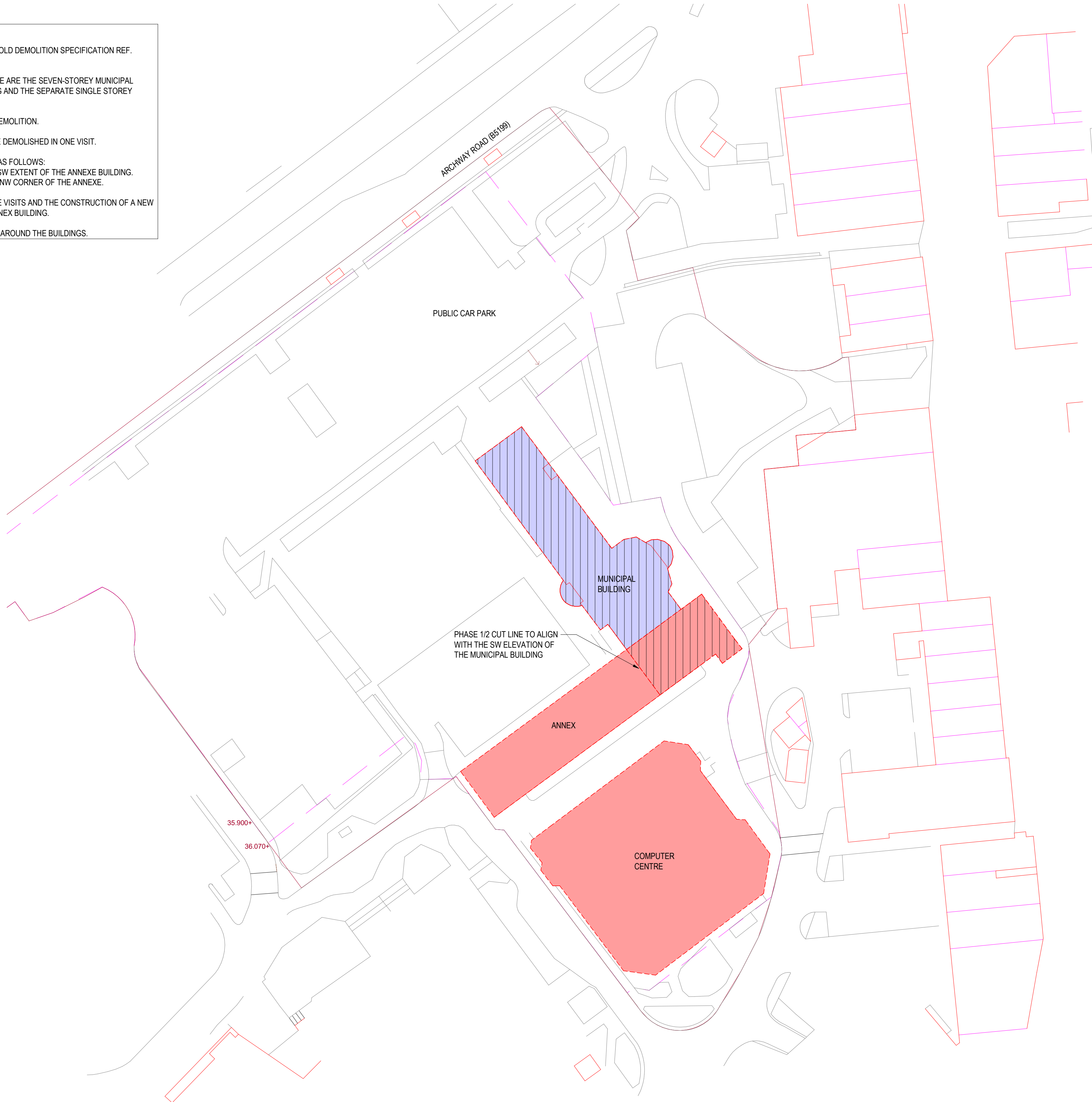
WITH OPTION 1, ALL OF THE BUILDINGS MAY BE DEMOLISHED IN ONE VISIT.

OPTION 2 COMPRISES A PHASED DEMOLITION AS FOLLOWS:

- PHASE 1 - COMPUTER CENTRE AND SW EXTENT OF THE ANNEXE BUILDING.
- PHASE 2 - MUNICIPAL BUILDING AND NW CORNER OF THE ANNEXE.

PHASED DEMOLITION WILL REQUIRE SEPARATE VISITS AND THE CONSTRUCTION OF A NEW WEATHERPROOF WALL TO THE REMAINING ANNEX BUILDING.

ATTENTION IS DRAWN TO THE PUBLIC ACCESS AROUND THE BUILDINGS.



GA00 | GA DEMOLITION PLAN
REF. SCALE 1 : 500

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SAFETY HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING CONSTRUCTION:			
1. CONSTRUCTION OF GROUND FLOOR INVOLVED EXCAVATIONS OF OVER 1.5M IN PLACES. 2. THERE ARE TWO EXISTING BASEMENT STRUCTURES, ONE BENEATH THE TOWER AND ONE BENEATH THE EXISTING. REFER BASEMENT PLANS FOR RETENTION & INFILL PROPOSALS. CONTRACTOR TO ENSURE STABILITY TO EXISTING BELOW GROUND STRUCTURES DURING CONSTRUCTION 3. AWAITING SITE INVESTIGATION RESULTS REFER TO LATEST SITE INVESTIGATION INFORMATION. 4. CONTRACTOR TO ENSURE TEMPORARY STABILITY FOR ALL CANTILEVER AND TRANSFER STRUCTURES DURING CONSTRUCTION. 5. G11 ROOM TO BE RETAINED AND OPERATIONAL THROUGHOUT CONSTRUCTION. CONTRACTOR TO ENSURE CONSTRUCTION METHODS ALLOW FOR ONGOING USE OF THE G11 SERVER ROOM AND DO NOT DISRUPT ITS USE. 6. CONTRACTOR TO ENSURE STABILITY OF EXISTING STRUCTURE THROUGH PHASE 1 AND PHASE 2 DEMOLITION AND STRENGTHENING WORKS.			
MAINTENANCE/CLEANING/OPERATION			
DECOMMISSIONING/DEMOLITION			
1. DESIGN LIFE OF THE NEW/BUILD ELEMENTS OF THE BUILDING ARE 50 YEARS. 2. DEMOLITION SEQUENCING WILL NEED TO ENSURE SAFE DEMOLITION OF CANTILEVER AND TRANSFER STRUCTURES.			

P01	ISSUED FOR INFORMATION	22.11.23	WB	SS
Rev	Description	Date	Dm	App'd

Project Stage

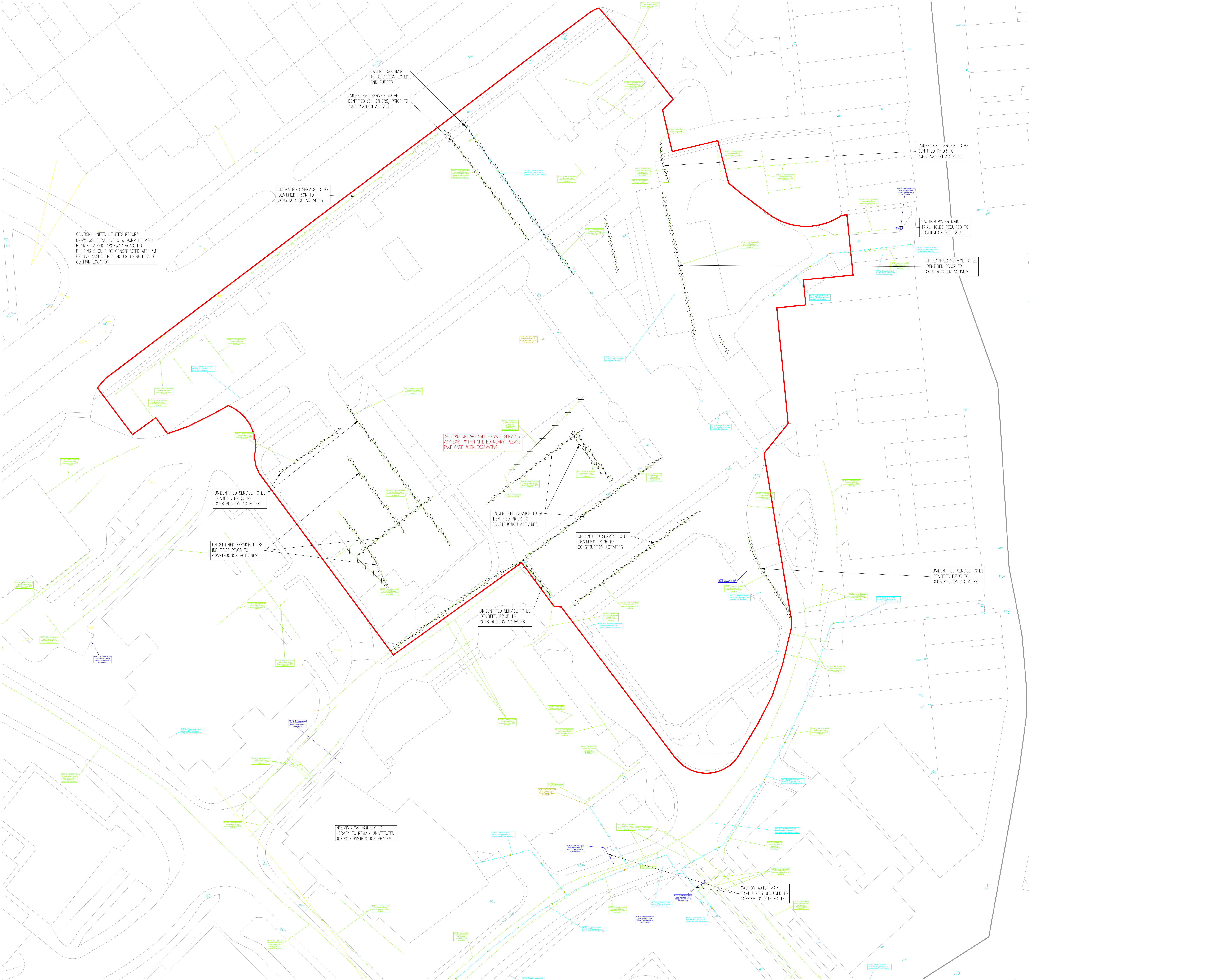
FOR INFORMATION

Status of Drawing

BURO HAPPOLD

2nd Floor Eastgate, 2 Castle Street, Manchester, M3 4LZ, UK		Tel: +44 (0)161 233 5000 Fax: +44 (0)670 787 4143 Email: P051610@burohappold.com Web: www.burohappold.com	
Client	Gen8 Kajima Regeneration Ltd		
Architect	TBC		
Project	Huyton Town Centre		
Orig Title	General Arrangement Demolition Plan		
Job No.		Scale@ A1	
P051610		As indicated	
Drawn By	Checked By	Approved By	
WB	SS	SL	
Drawing No.		Revision	
HTC-BHE-XX-ZZ-DR-S-0001		P01	

This drawing shall not be scaled.
Work from the dimensions shown. In the
drawing or given in relevant specifications



CDM Regulations:

In addition to any information included in this drawing or the model from which it is derived, refer also to the project CDM Risk Register for information on residual risks.

General Notes:

- The drawing does not necessarily show all the information needed to interpret the design intent or the construction details.
- The drawing contains information from more than one source and must be read in conjunction with all relevant specifications.
- Any apparent drafting errors and differences between other drawings and specifications shall be brought to our attention.

Project Notes:

- THIS DRAWING HAS BEEN PRODUCED FOR INFORMATION ONLY.
- ALL UTILITIES SHOWN HAVE BEEN TAKEN FROM SURVEY SURVEY OPERATIONS 23F248/003. THE CONTRACTOR IS TO VERIFY THE LOCATION OF ASSETS ON SITE THROUGH THE USE OF INTRUSIVE TECHNIQUES. PLEASE NOTE THAT VARIOUS LAYERS HAVE BEEN TURNED OFF FROM THE SURVEY TO AID THE PRODUCTION OF THIS DRAWING.
- IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY, PROTECT OR DIVERT ANY UNKNOWN ASSETS IDENTIFIED ON SITE.
- THIS DRAWING SHOULD BE USED IN CONJUNCTION WITH UP TO DATE UTILITY ASSET RECORD DRAWINGS. PLEASE REFER TO REP-2929311-SA-ST-20230915 GROUNDWISE REPORT.
- ALL DIVERSIONS HAVE BEEN DESIGNED ACCORDING TO INFORMATION AVAILABLE AT THE TIME OF PRODUCTION FROM ARCHITECTS, LANDSCAPE ARCHITECTS, DRAINAGE CONSULTANT AND STRUCTURAL ENGINEER, AND IS SUBJECT TO CHANGE FOLLOWING INPUT FROM THE UTILITY SERVICE OWNER OR THROUGH DESIGN REVISIONS.
- ALL DIVERSION ROUTES ARE TO BE INSTALLED TO THE RELEVANT UTILITY OWNER SPECIFICATIONS.
- SECTIONS ARE NOT TO SCALE UNLESS OTHERWISE STATED IN THE SECTION DRAWING.

Reference drawings used:

SURVEY OPERATIONS: 23F248/003 UTILITY SURVEY
S PLUS ARCHITECTS : 05938 B2_P_XX-GA_S4014

LEGEND

- CL - Existing Electric
- CL - Existing Electric (Removed)
- BT - Existing Openreach
- BT - Existing Openreach (Removed)
- GM - Existing Gas
- Existing Gas (Removed)
- UI - Unidentified Service
- UI - Unidentified Service (Removed)
- CTV - Existing VM
- CTV Existing VM (Removed)
- - - Extent of ending works within phase 1 boundary
- - - Phase 1 boundary

01	ARCHITECTS LAYOUT	ST	AD	DS	2023	11/21
00	UPDATED FIRST ISSUE	ST	AD	DS	2023	10/15

REVISIONS:

No.	Description	Designed	Reviewed	Authorised	Date
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HOARE LEA **HL**

ARCHITECT:
Splus

CLIENT:
GENRB

PROJECT TITLE:
HUYTON - PHASE 1 ENABLING WORKS

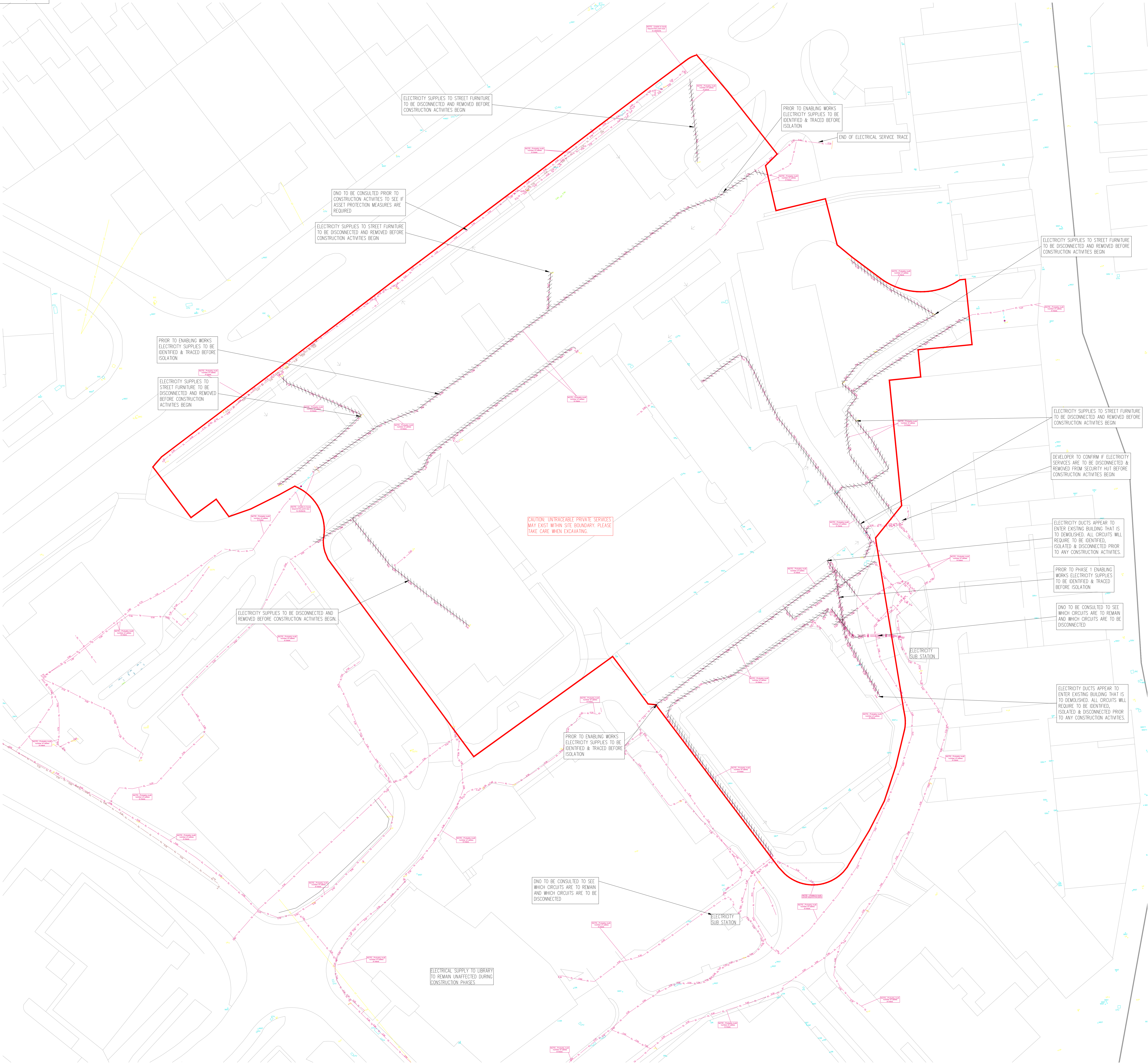
DRAWING TITLE:
GRP SURVEY, UTILITY DIVERSIONS & DISCONNECTIONS - GAS, WATER & UNIDENTIFIED SERVICES

PERSON RESPONSIBLE FOR:

Design: ST	Review: DS	Authorising Issue: DS
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Project No: 2929311	Date: 2023/09/12	Scale @ AD: 1:300
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DRAWING NUMBER: 2929311-HLEA-XX-XX-DR-UE-050-6001	Revision: 01
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CDM Regulations:

In addition to any information included in this drawing or the model from which it is derived, refer also to the project CDM Risk Register for information on residual risks.

General Notes:

- The drawing does not necessarily show all the information needed to interpret the design intent or the construction details.
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Project Notes:

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- ALL DIVERSIONS HAVE BEEN DESIGNED ACCORDING TO INFORMATION AVAILABLE AT THE TIME OF PRODUCTION FROM ARCHITECTS, LANDSCAPE ARCHITECTS, DRAINAGE CONSULTANT AND STRUCTURAL ENGINEER, AND IS SUBJECT TO CHANGE FOLLOWING INPUT FROM THE UTILITY SERVICE OWNER OR THROUGH DESIGN REVISIONS.
- ALL DIVERSION ROUTES ARE TO BE INSTALLED TO THE RELEVANT UTILITY OWNER SPECIFICATIONS.
- SECTIONS ARE NOT TO SCALE UNLESS OTHERWISE STATED IN THE SECTION DRAWING.

Reference drawings used:

SURVEY OPERATIONS: 23F248/003 UTILITY SURVEY
S PLUS ARCHITECTS : 05938 B2_P_XX-GA_S4014

LEGEND

- EL - Existing Electric
- EL - Existing Electric (Removed)
- BT - Existing Overreach
- BT - Existing Overreach (Removed)
- GM - Existing Gas
- Existing Gas (Removed)
- UI - Unidentified Service
- UI - Unidentified Service (Removed)
- CTV - Existing VM
- CTV - Existing VM (Removed)
- - - Extent of enabling works within phase 1 boundary
- - - Phase 1 boundary

01	ARCHITECTS LAYOUT	ST	AD	DS	2023	11/21
00	FIRST ISSUE	ST	AD	DS	2023	10/13

REVISIONS:



ARCHITECT:

Splus

CLIENT:

GENRB

PROJECT TITLE:

HUYTON - PHASE 1 ENABLING WORKS

DRAWING TITLE:

GRP SURVEY, UTILITY DIVERSIONS & DISCONNECTIONS - ELECTRICITY

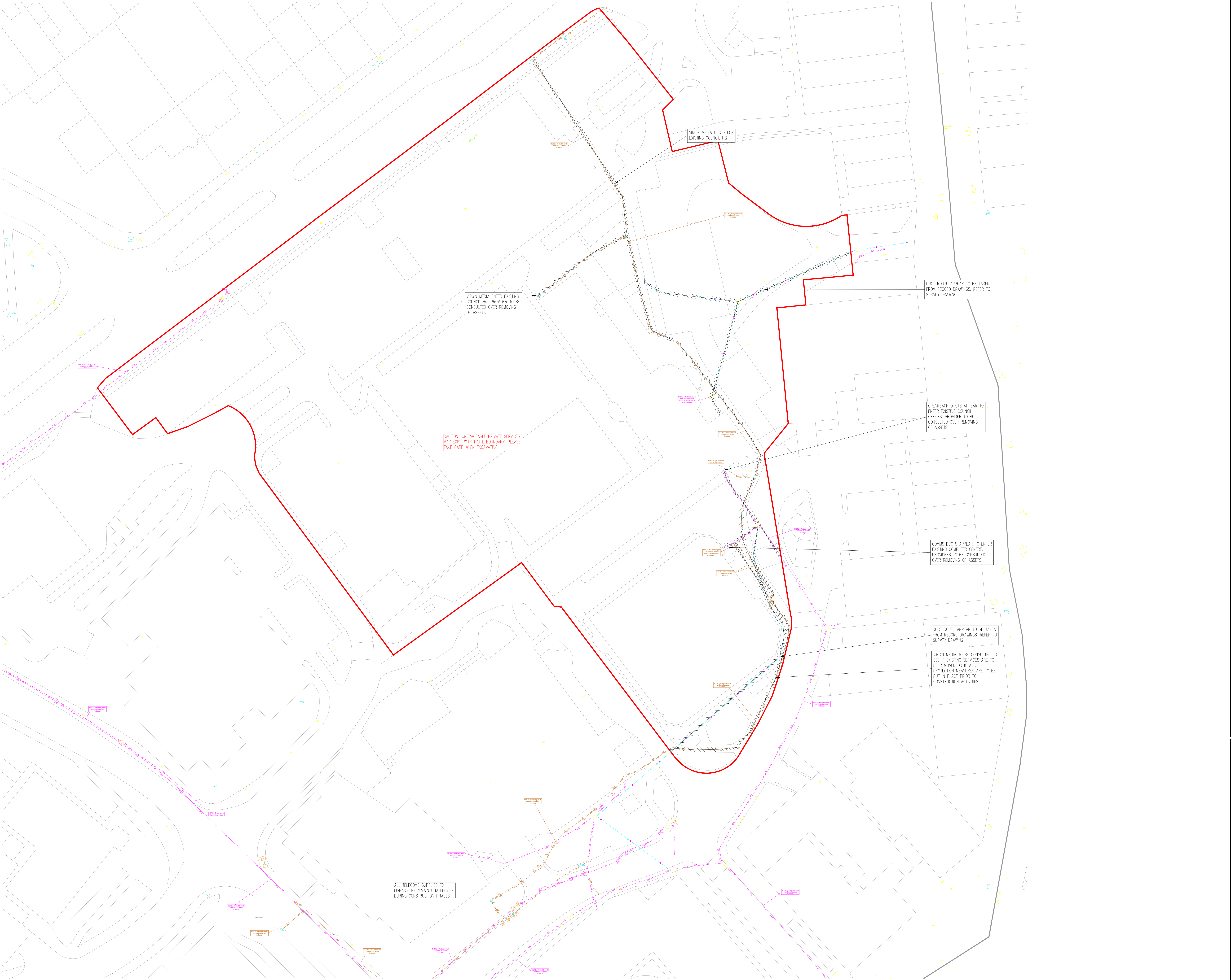
FOR INFORMATION

PERSON RESPONSIBLE FOR:

Design:	Review:	Authorising Issu:
ST	DS	DS

Project No:	Date:	Scale @ AD:
2929311	2023/09/12	1:300

DRAWING NUMBER:	Revision:
2929311-HLEA-XX-XX-DR-UE-050-6001	01



CDM Regulations:

In addition to any information included in this drawing or the model from which it is derived, refer also to the project CDM Risk Register for information on residual risks.

General Notes:

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Project Notes:

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- SECTIONS ARE NOT TO SCALE UNLESS OTHERWISE STATED IN THE SECTION DRAWING.

Reference drawings used:

SURVEY OPERATIONS: 23F248/003 UTILITY SURVEY
S PLUS ARCHITECTS : 05938 B2_P_XX-GA, 54014

LEGEND

- CL - Existing Electric
- CL - Existing Electric (Removed)
- BT - Existing Openreach
- BT - Existing Openreach (Removed)
- GM - Existing Gas
- GM - Existing Gas (Removed)
- UI - Unidentified Service
- UI - Unidentified Service (Removed)
- CTV - Existing VM
- CTV - Existing VM (Removed)
- - - Extent of enabling works within phase 1 boundary
- - - Phase 1 boundary

01	ARCHITECTS LAYOUT	ST	AD	DS	2023/11/21
00	UPDATED FIRST ISSUE	ST	AD	DS	2023/10/14

REVISIONS:

No.	Description	Design	Review	Author	Date
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HOARE LEA **HL**

ARCHITECT:
Splus

CLIENT:
GENR8

PROJECT TITLE:
HUYTON - PHASE 1 ENABLING WORKS

DRAWING TITLE:
GRP SURVEY, UTILITY DIVERSIONS & DISCONNECTIONS - TELECOMS

FOR INFORMATION

PERSON RESPONSIBLE FOR:		
Design: ST	Review: DS	Authorising Issue: DS
Project No: 2929311	Date: 2023/09/12	Scale @ AD: 1:300
DRAWING NUMBER: 2929311-HLEA-XX-XX-DR-UE-050-6001		Revision: 01



KEY
SITE BOUNDARY
 Planning Application Site Boundary
(1.74ha)

- NOTES**
1. This drawing is to be read in conjunction with all other drawings and specifications.
 2. Do not scale off this drawing. Written dimensions to be taken only.
 3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.
 4. This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.
- Drawing Information based upon:
5. Topographical Survey information prepared by Survey Operations drawing reference 23F247
 6. Ordnance Survey Data © Crown copyright and database right (2023) OS AC0000821938

01	First Issue	AH	15.11.23
Issue	Revision	Initial	Date

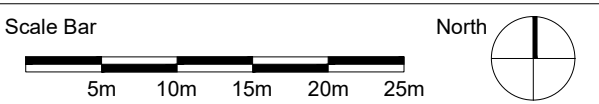
open
optimised environments
PART OF #SLR

optimised environments ltd
EDINBURGH 2nd Floor | Quartermile Two | 2 Lister Square | Edinburgh | EH3 9SL
0131 221 5920 | [optimisedenvironments.com](mailto:info@optimisedenvironments.com)
LONDON Unit 6 | 36-42 New Inn Yard | London | EC2A 3EY
020 79474052 | [optimisedenvironments.com](mailto:info@optimisedenvironments.com)
MANCHESTER 96 Phoenix Street | Manchester | M1 6NG
0161 696 7550 | [optimisedenvironments.com](mailto:info@optimisedenvironments.com)

Client
Genr8 Kajima Regeneration Limited

Project
HUYTON TOWN CENTRE
Huyton, Knowsley

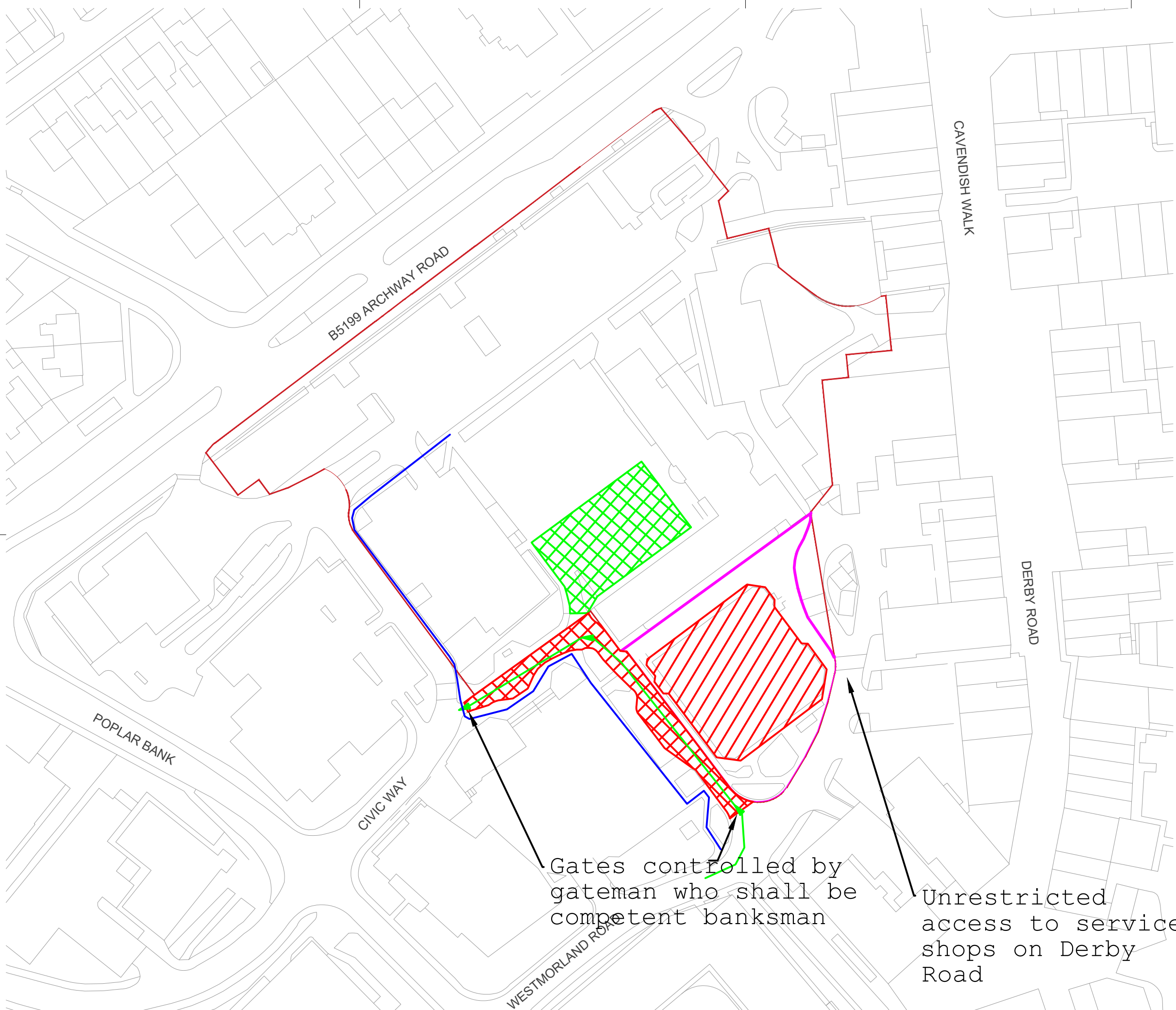
Drawing Title
TOPOGRAPHICAL PLAN



Scale: **1:500 @ A1** Date: **15.11.23**
By: **AH** Status: **Planning**
Checked: **AH** Approved: **MB**

Drawing Number
M10335_0006 Rev
01

Computer File: R:\Projects\2021\M10335_Huyton\TOCAD\AUTOCAD\SHEETS



C&R

civil-remediation.com

Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

Road closure to facilitate works one way system, deliveries and skip area.

Pedestrian diversion route

Building to be demolished, including removal of ground slabs and processing for reuse as an MOT to the MCHW Series 800 & DMRB.

Remediate surrounding areas to boundary following demolition works.

Site access and one way exit system for turning

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

Drawing Title

Phase 1 Demolition

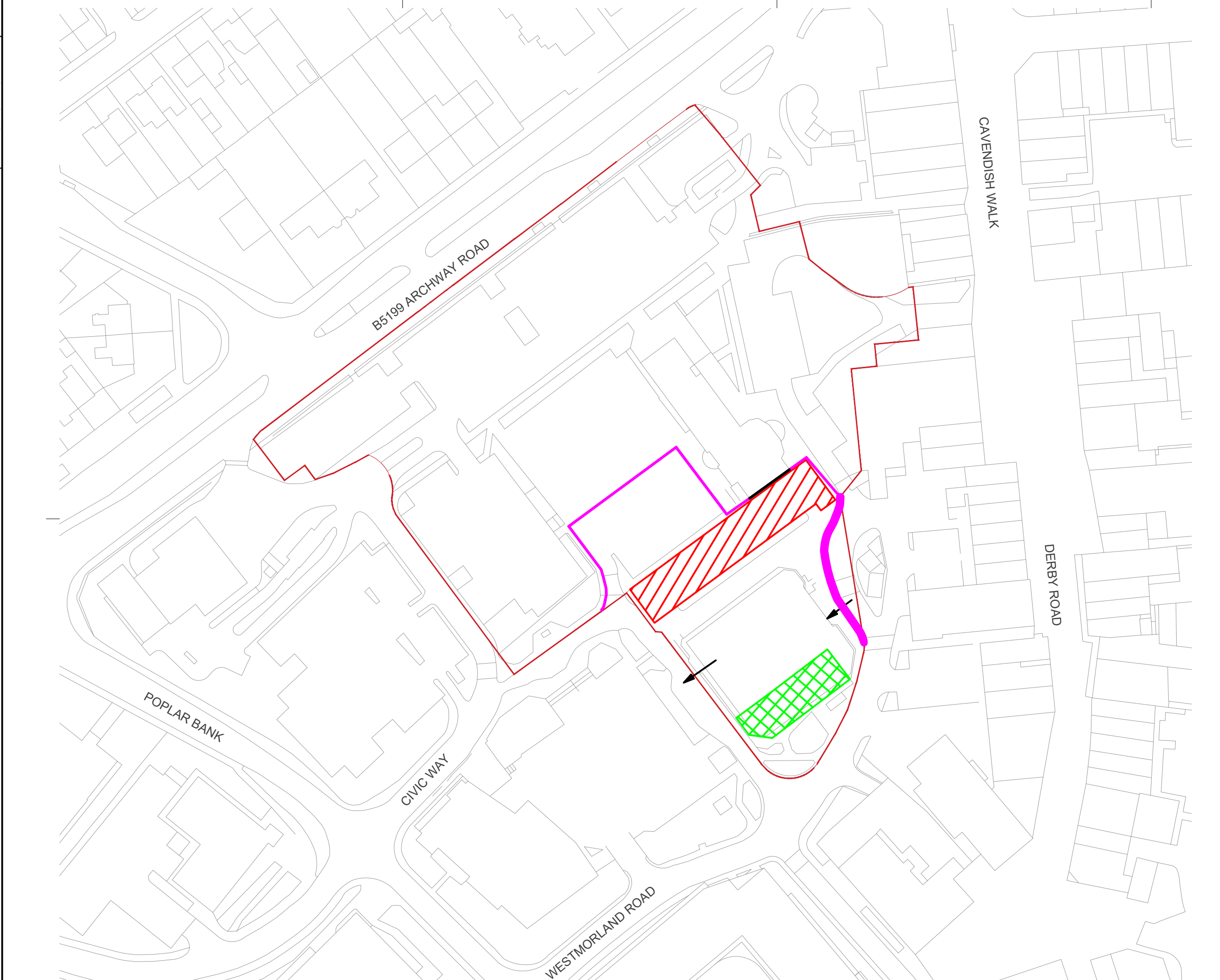
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Date Drawn	26/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number

T2123/SK/PHS/001

Rev

B



C&R

civil-remediation.com

Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

 Temporary site boundary

 Site compound including welfare, office and parking

 Building 2 demolition including removal of ground slabs

 Temporary works partitions and discontinuity

 Access and egress controlled by banksman

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

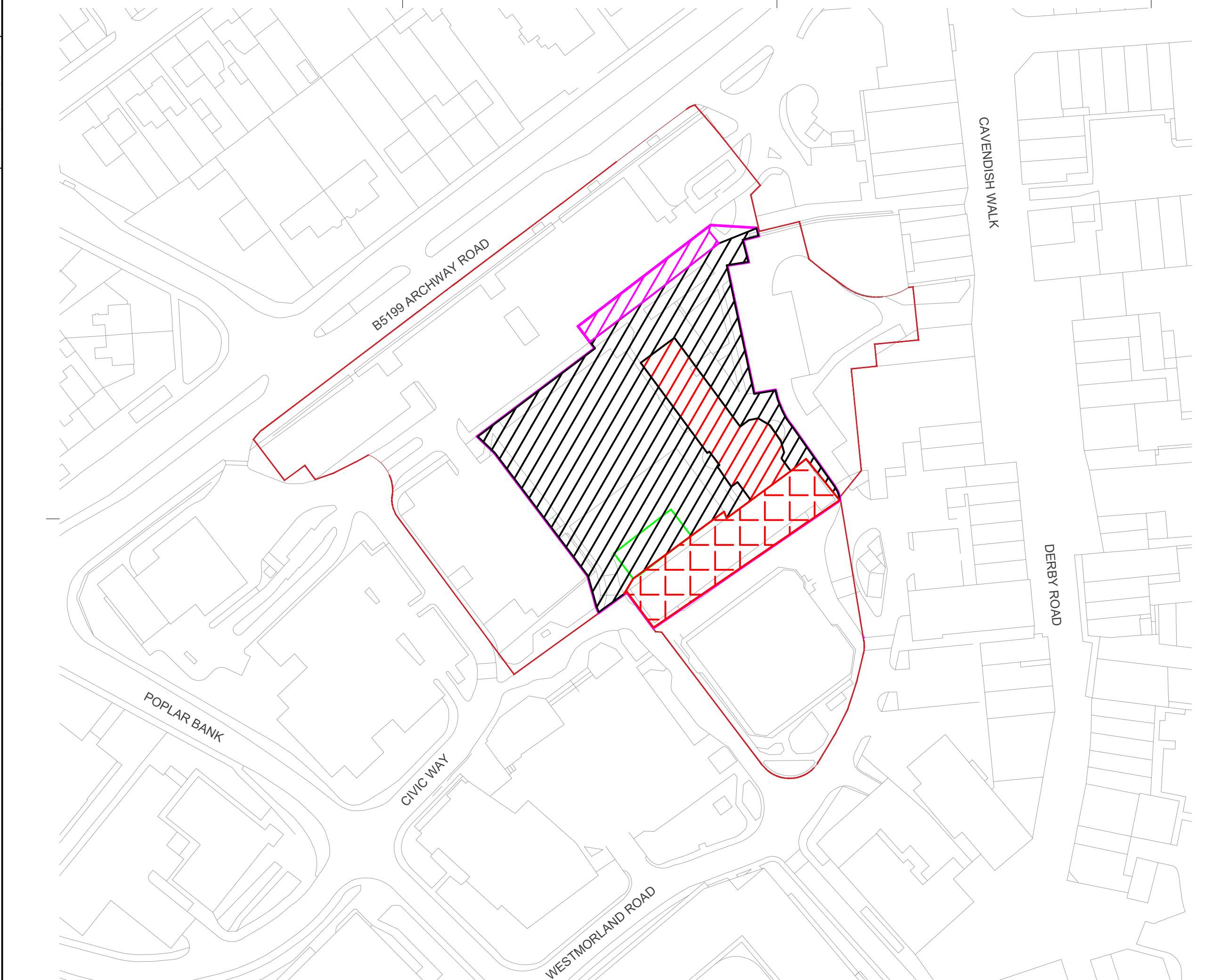
Drawing Title

Phase 2 Demolition

Stats to be confirmed and terminated pre-start

Project Code	T2123	Scale	1: 1000
Date Drawn	26/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number	Rev
T2123/SK/PHS/002	B



C&R

civil-remediation.com

Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

Previous demolition completed, slabs removed, remediated and processed slabs placed as pile matt & this phase demolition access mat.

Specialist demolition

14 day exclusion zone

Remediation pre-demolition as soft strip occurs. Filled to pile matt level with processed, site won stone.

Rev	Date	Description
A	05/08/25	Information

Drawing StatusInformation

Drawing TitlePhase 3/1 Demolition

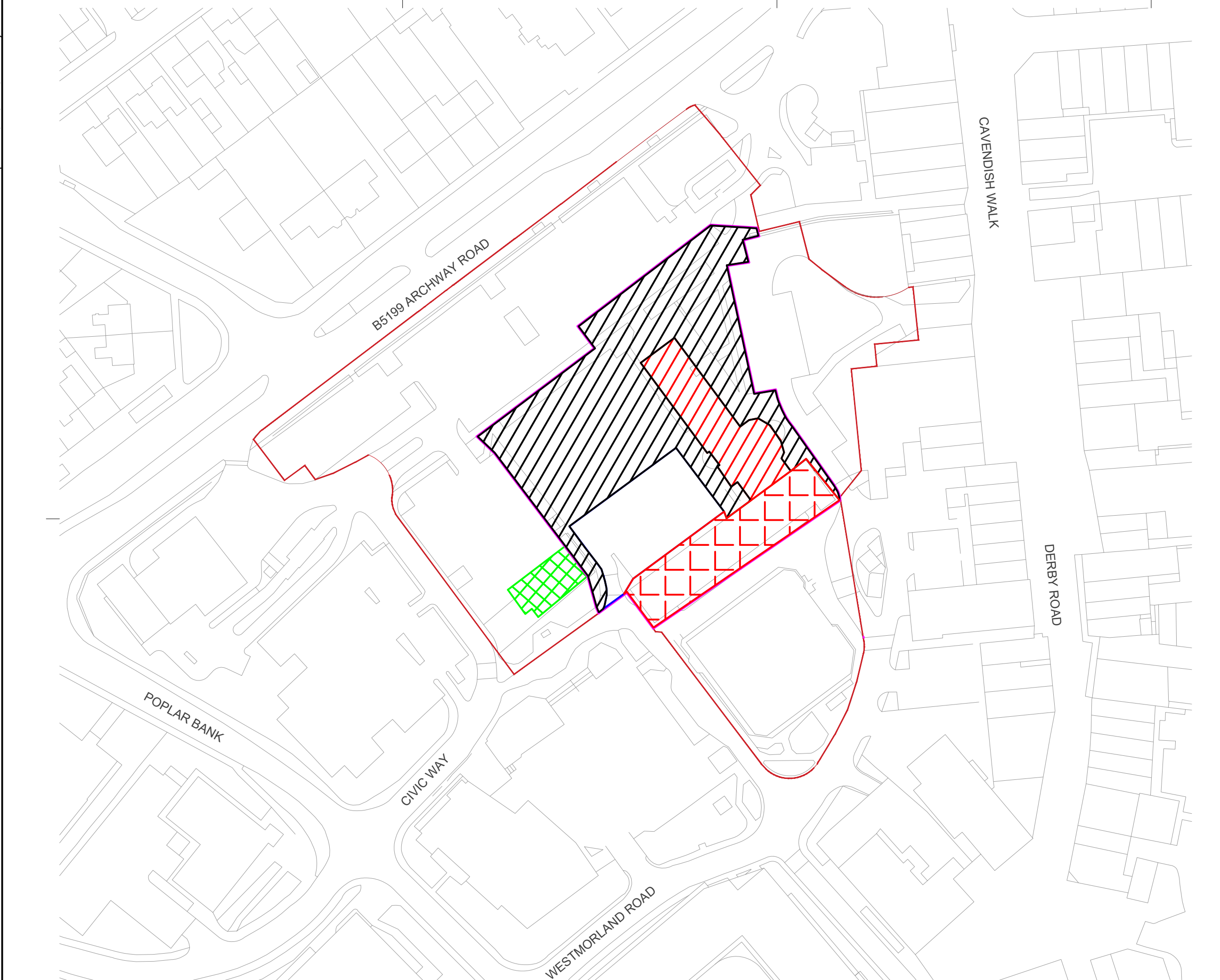
Project Code	T2123	Scale	1: 1000
Date Drawn	05/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number

T2123/SK/PHS/003/1

Rev

A



C&R

civil-remediation.com

Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

Previous demolition completed, slabs removed, remediated and processed slabs placed as pile matt & this phase demolition access mat.

Specialist demolition

Remediate car park and install pile/ access matt from site won materials

Remediate around building and process/ install access mat

Rev	Date	Description
A	05/08/25	Information

Drawing Status

Information

Drawing Title

Phase 3 Demolition

Stats to be confirmed and terminated pre-start

Project Code

T2123

Scale

1: 1000

Date Drawn

05/08/25

Drawn By

TM

Reviewed By

JR

Original Size

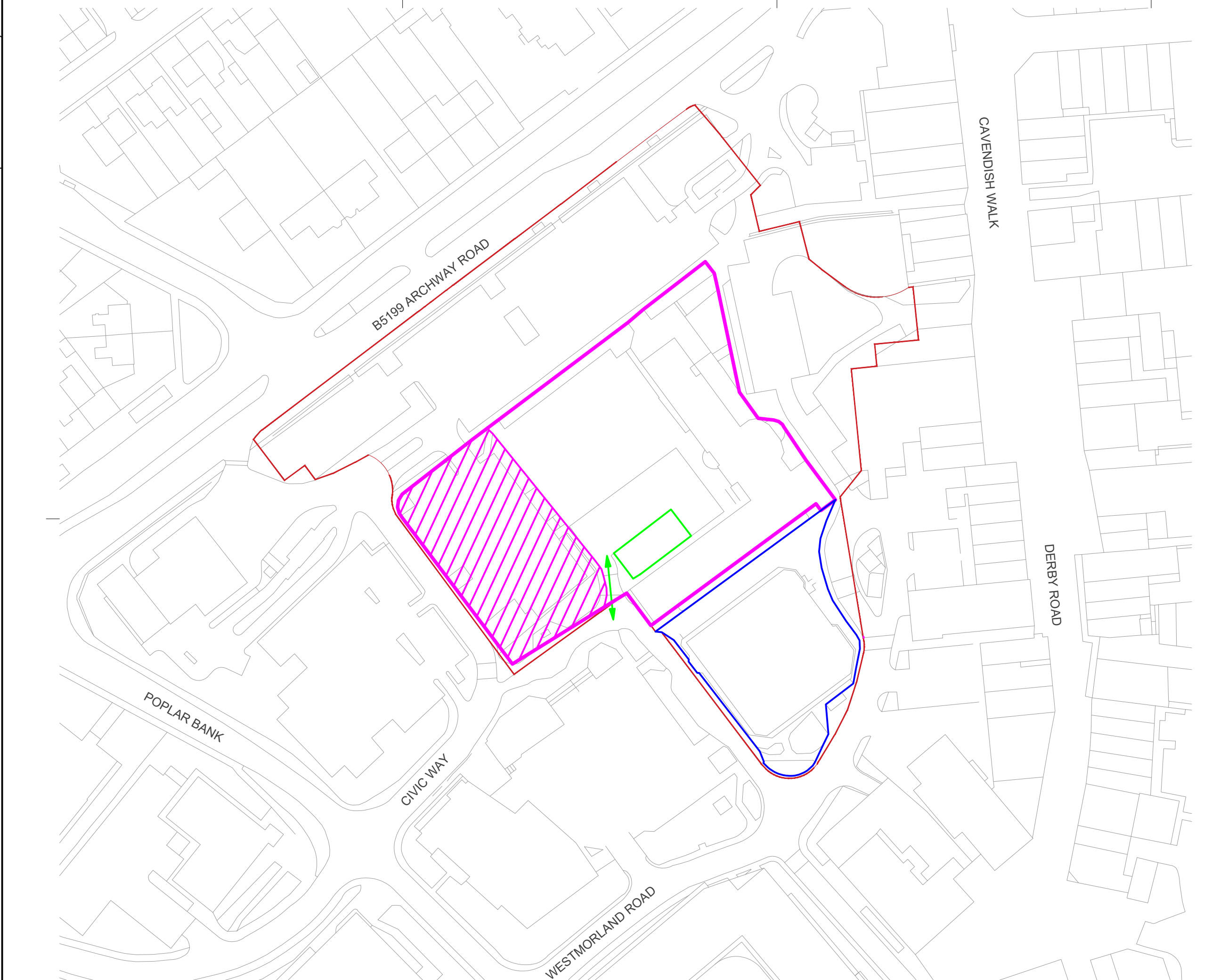
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Drawing Number

T2123/SK/PHS/003

Rev

A



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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

New temporary car park

Remediation to car park

Access and egress

Rev	Date	Description
A	05/08/25	Information

Drawing Status

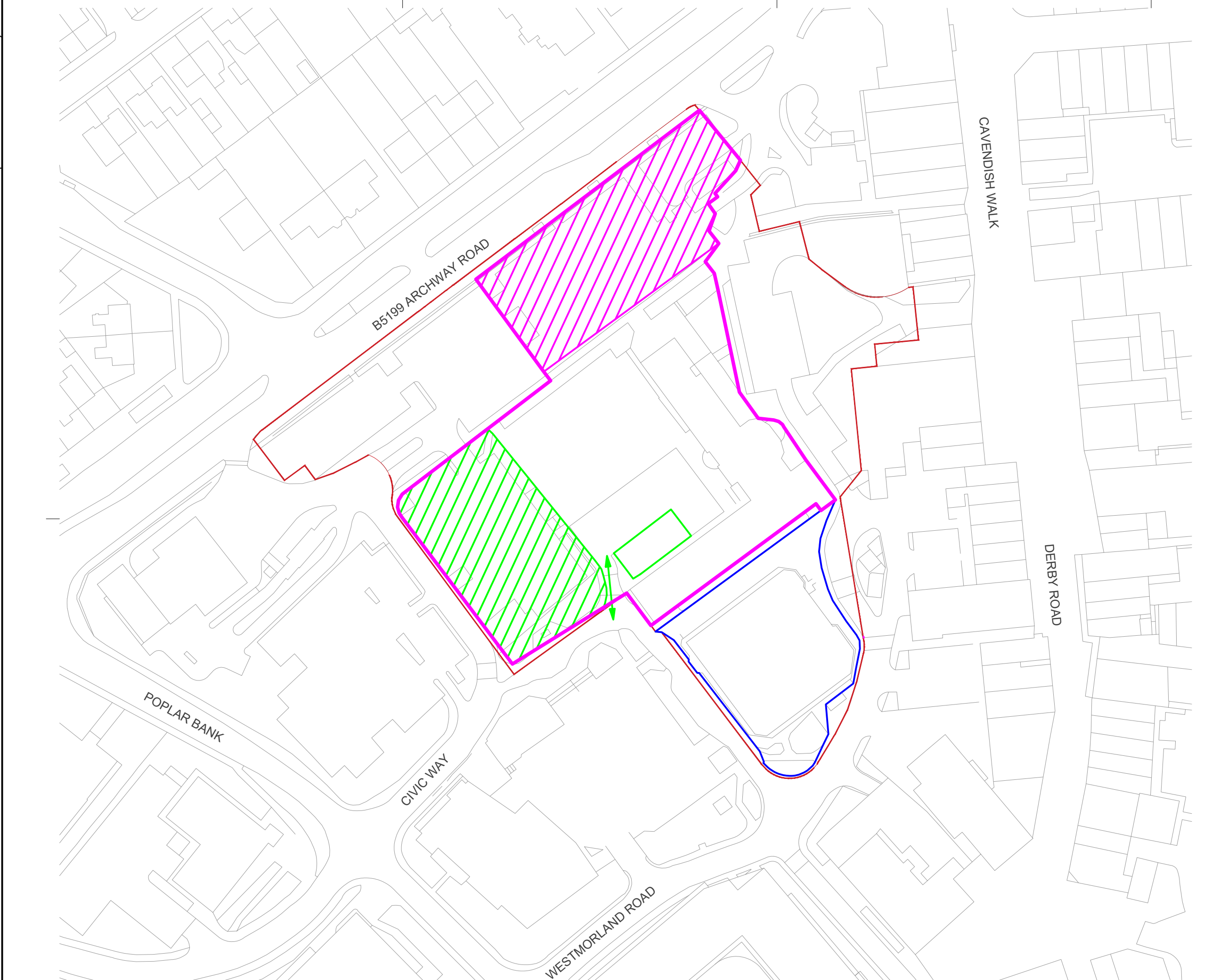
Information

Drawing Title

Phase 2A or 3A

Project Code	T2123	Scale	1: 1000
Date Drawn	05/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number	Rev
T2123/SK/PHS/004/2-3A	A



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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

New temporary car park

Remediation to car park, site clearance of trees, place site produced stone to pile matt level

Area complete

Access and egress

Rev	Date	Description
A	05/08/25	Information

Drawing Status

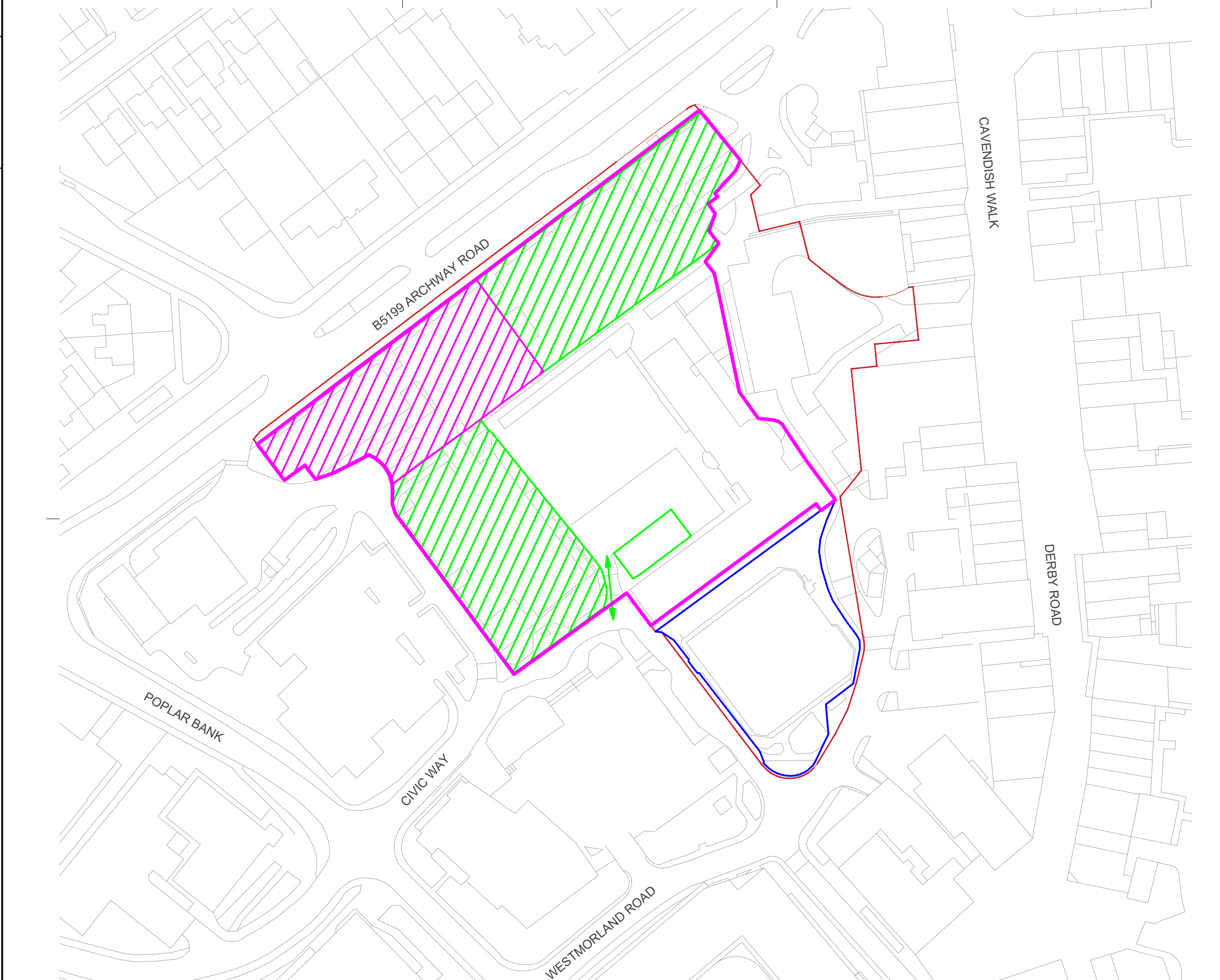
Information

Drawing Title

Phase 2B or 3B

Project Code	T2123	Scale	1: 1000
Date Drawn	05/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number	Rev
T2123/SK/PHS/004/2-3B	A



C&R

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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Temporary site boundary

Site compound including welfare, office and parking

New temporary car park

Remediation to car park, site clearance of trees, place site produced stone to pile matt level

Area complete

Access and egress

Rev	Date	Description
A	05/08/25	Information

Drawing Status

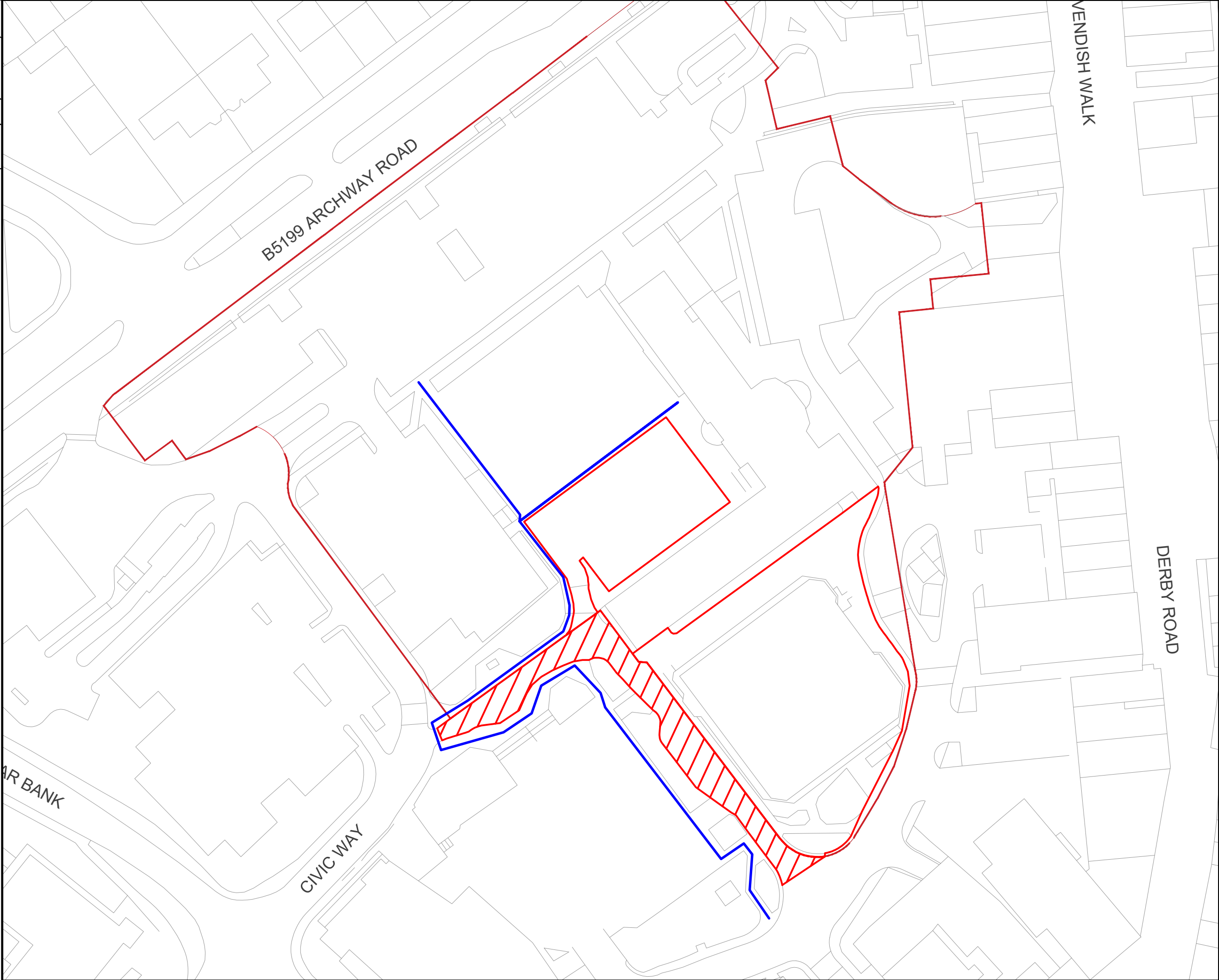
Information

Drawing Title

Phase 2B or 3B

Project Code	T2123	Scale	1: 1000
Date Drawn	05/08/25	Drawn By	TM
Reviewed By	JR	Original Size	A3

Drawing Number	Rev
T2123/SK/PHS/004/2-3B	A



C&R

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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Occupied area of the site

Road closure to facilitate works

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

Drawing Title

Phase 1 Outline Traffic Management Plan

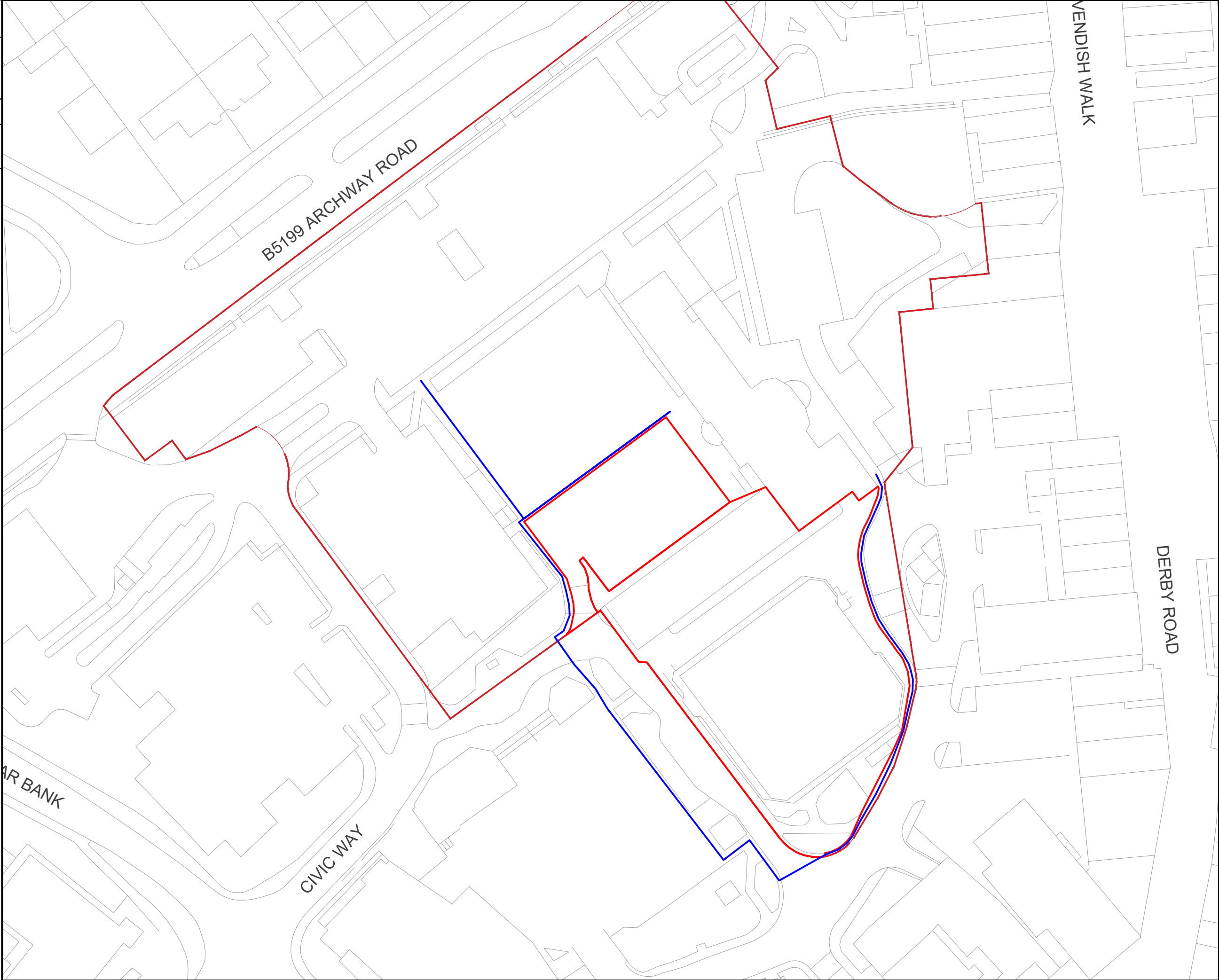
Project Code	Scale	1: 750
	Date Drawn	26/08/25
	Drawn By	TM
	Reviewed By	JR
	Original Size	A3

Drawing Number

T2123/TM/001

Rev

A



C&R

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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Occupied area of the site

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

Drawing Title

Phase 2 Outline Traffic Management Plan

Project Code

Scale

Date Drawn

Drawn By

Reviewed By

Original Size

1: 750

26/08/25

TM

JR

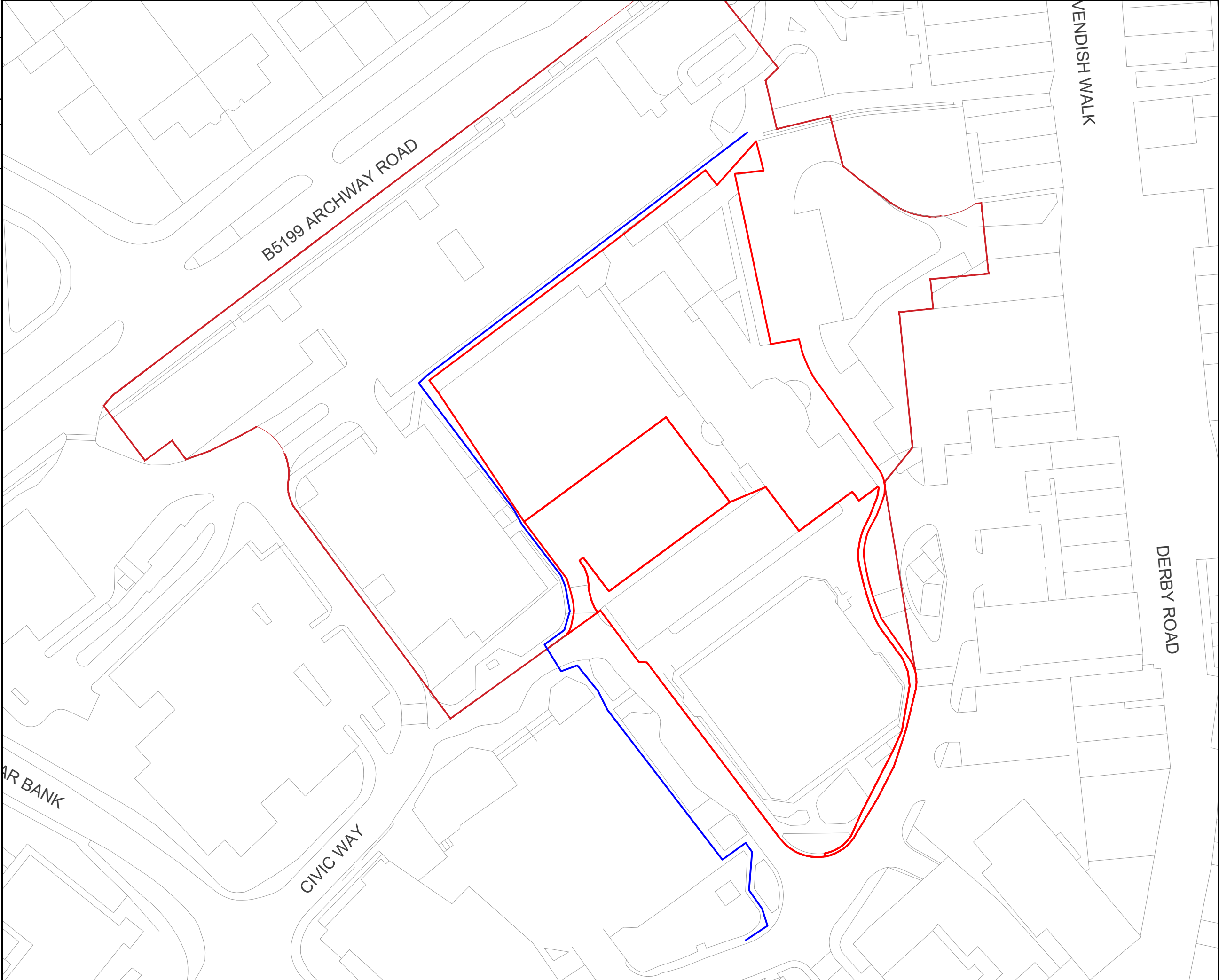
A3

Drawing Number

T2123/TM/002

Rev

A



C&R

civil-remediation.com

Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Occupied area of the site

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

Drawing Title

Phase 3.1 Outline Traffic Management Plan

Project Code

Scale

Date Drawn

Drawn By

Reviewed By

Original Size

1: 750

26/08/25

TM

JR

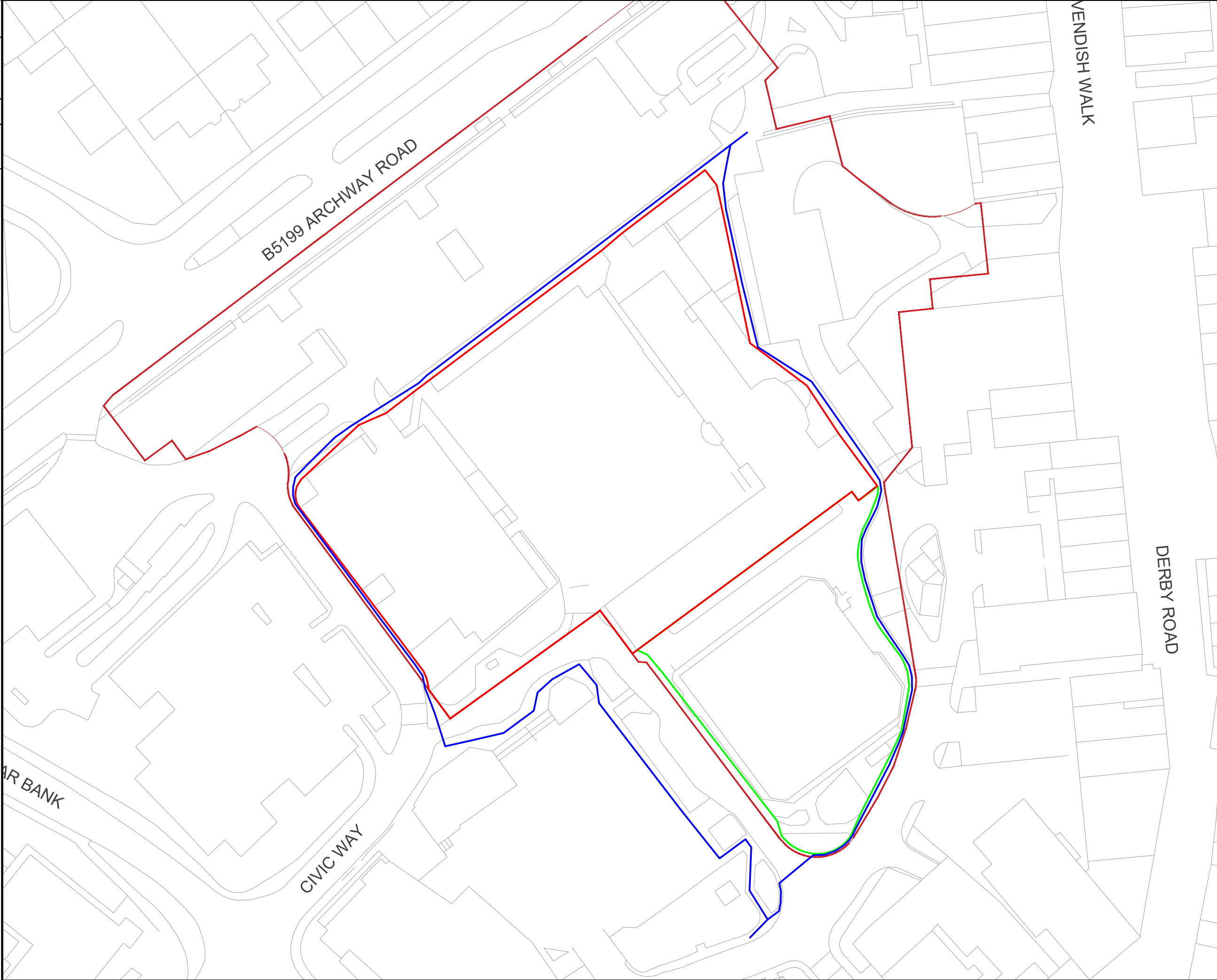
A3

Drawing Number

T2123/TM/003

Rev

A



C&R

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Job Title

Huyton Town Centre

Location

Huyton

Client

Genr8

Key

Occupied area of the site

Reinstated new car park

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information

Drawing Status

Information

Drawing Title

Phase 2/3A Outline Traffic Management Plan

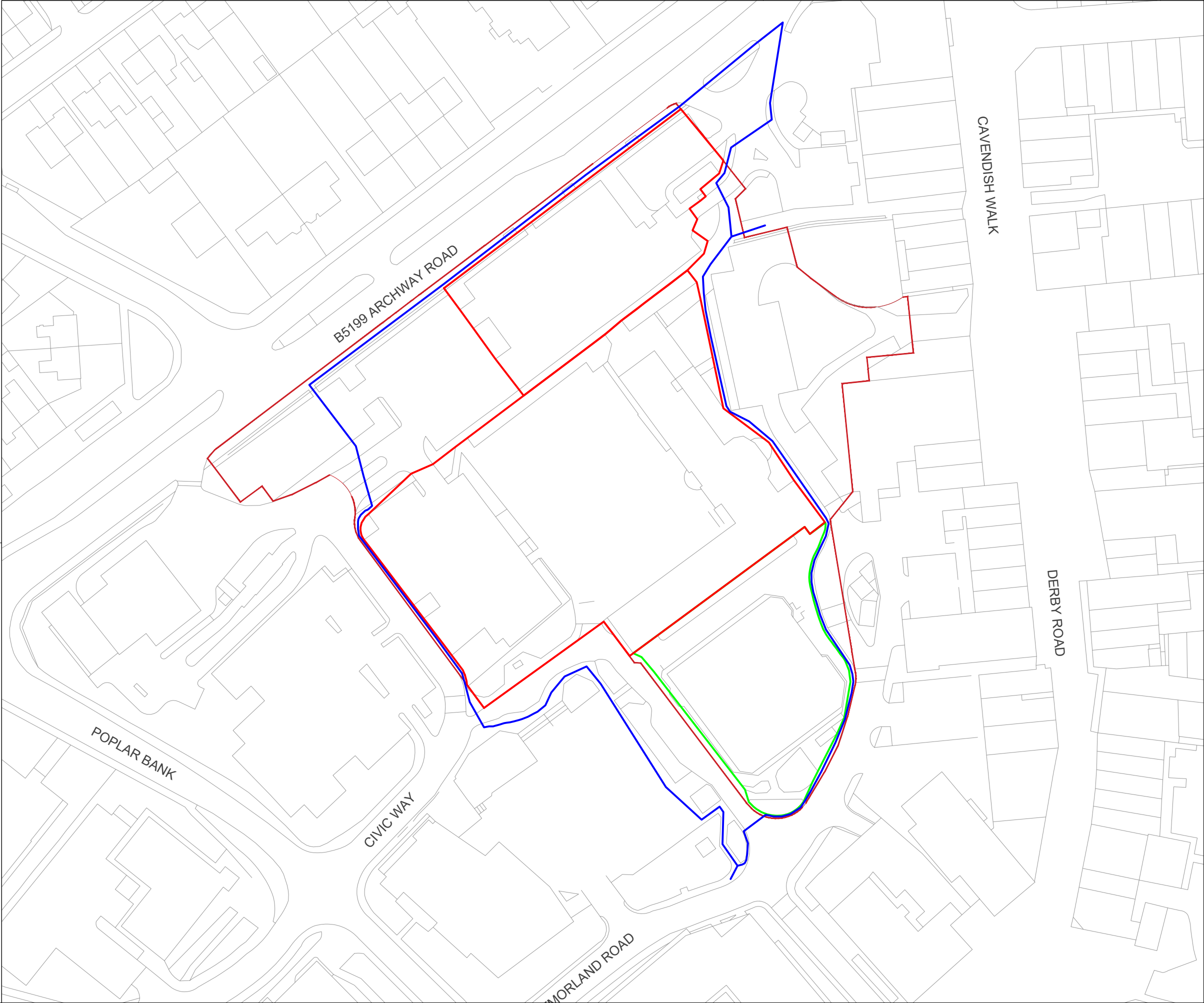
Project Code	Scale	1: 750
	Date Drawn	26/08/25
	Drawn By	TM
	Reviewed By	JR
	Original Size	A3

Drawing Number

T2123/TM/004

Rev

A



KEY
SITE BOUNDARY
Planning Application
(1.74ha)

C&R
civil-remediation.com

Job Title
Huyton Town Centre

Location
Huyton

Client
Genr8

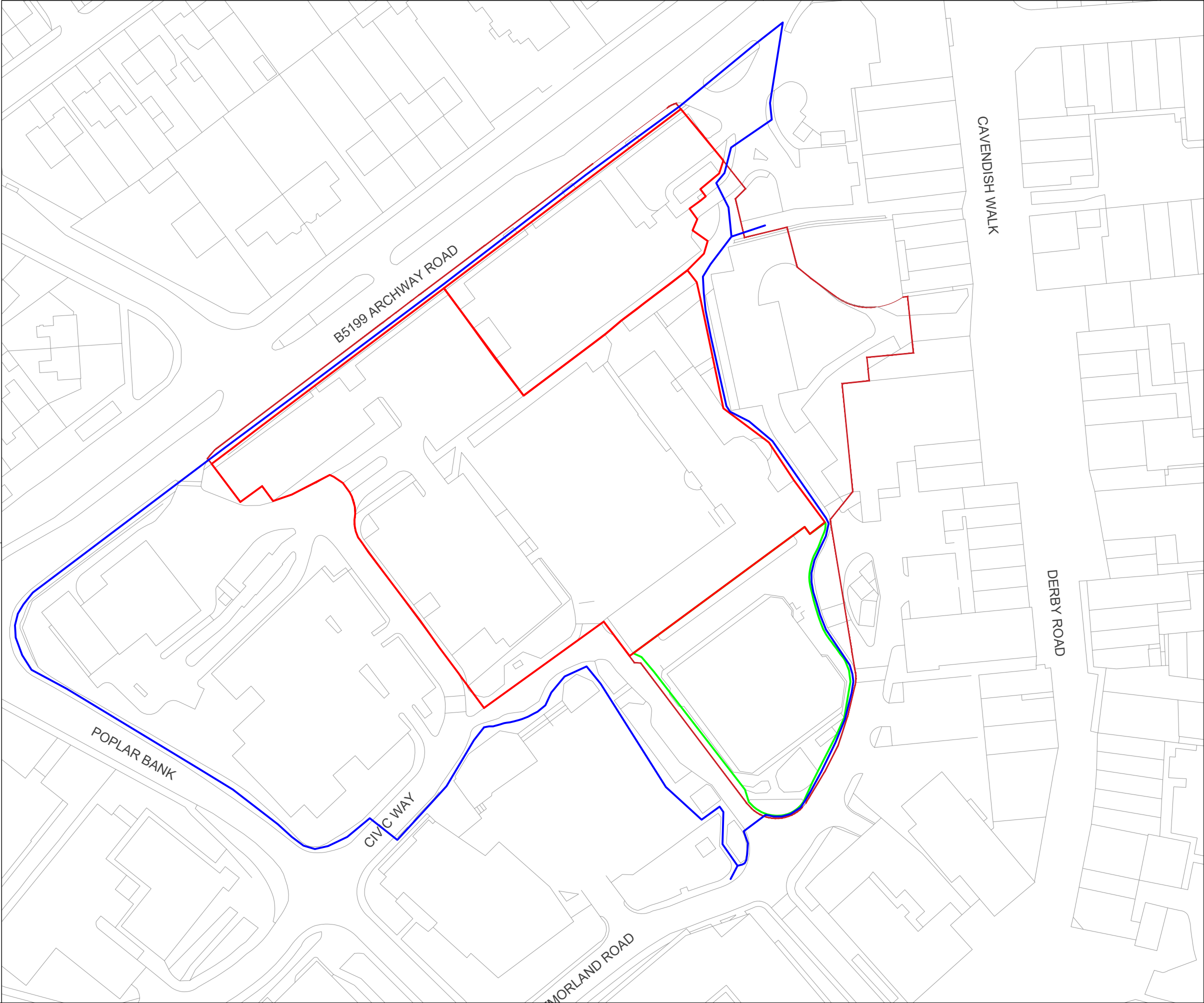
Key

Occupied area of the site

Reinstated new car park

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information
Drawing Status		
Information		
Drawing Title		
Phase 2/3B Outline Traffic Management Plan		
Project Code		Scale
		1: 1000
		Date Drawn
		26/08/25
		Drawn By
		TM
		Reviewed By
		JR
		Original Size
		A3
Drawing Number		Rev
T2123/TM/005		A



KEY
SITE BOUNDARY
Planning Applicable
(1.74ha)

Job Title
Huyton Town Centre

Location
Huyton

Client
Genr8

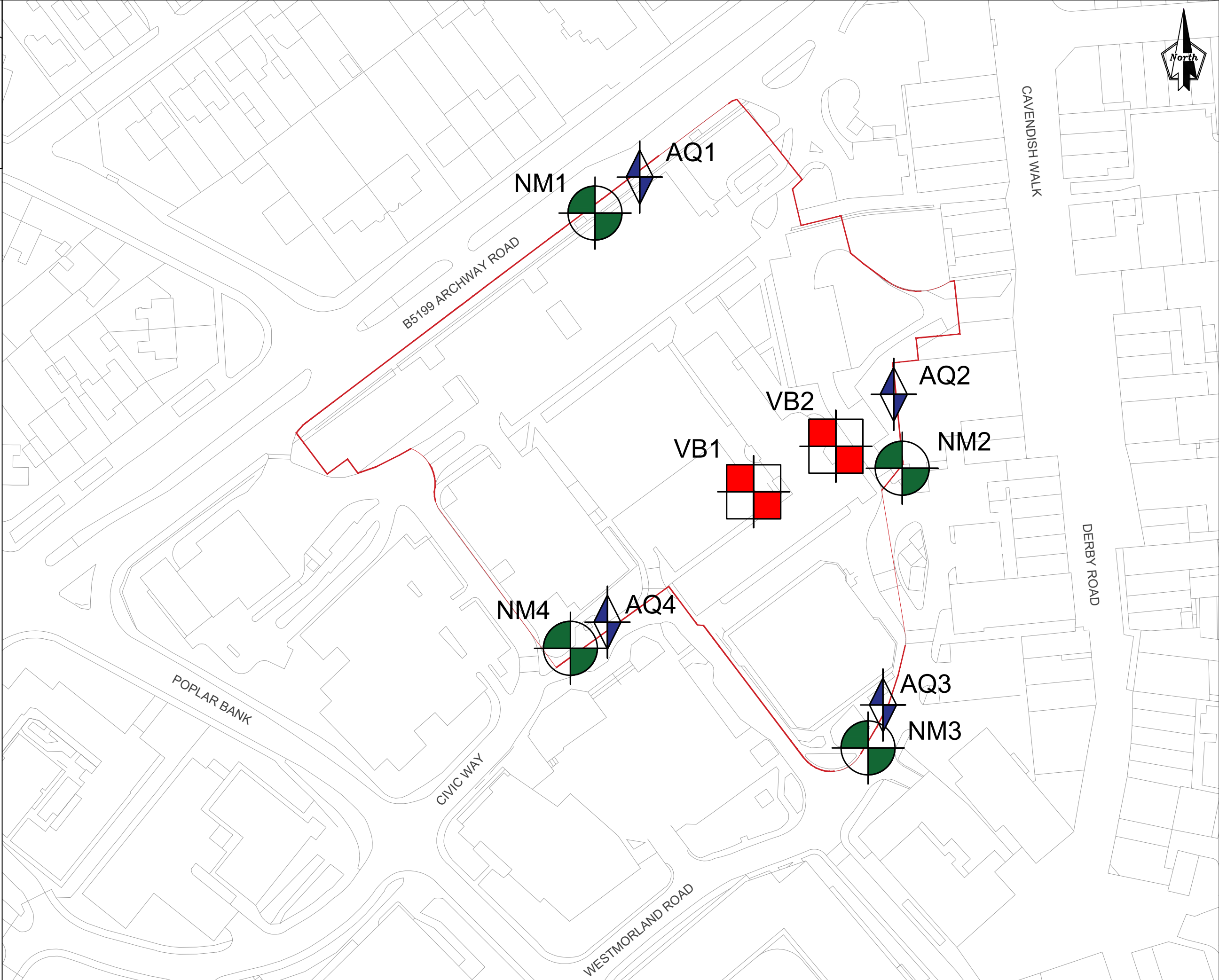
Key

Occupied area of the site

Reinstated new car park

Accessible pedestrian diversion route

Rev	Date	Description
A	26/08/25	Information
Drawing Status		
Information		
Drawing Title		
Phase 2/3C Outline Traffic Management Plan		
Project Code		Scale
		1: 1000
		Date Drawn
		26/08/25
		Drawn By
		TM
		Reviewed By
		JR
		Original Size
		A3
Drawing Number		Rev
T2123/TM/006		A



C&R

civil-remediation.com

Job Title

Huyton Demolition

Location

Knowsley

Client

Genr8

Key

Site Boundary

Vibration monitoring location

Dust monitoring location

Noise monitoring location

Numbers denote monitoring locations i.e. 1 = NM/AQ/VB1

Vibration monitoring to shadow work - anticipated only 2 locations required at once based on works phasing.

Locations of active monitoring to be recorded on the daily environmental record.

Rev	Date	Description
A	26/08/25	Information
Drawing Status		
Information		
Drawing Title		
Environmental Monitoring Locations		
Project Code		
T2123	Scale	1: 1000
	Date Drawn	26/08/25
	Drawn By	TM
	Reviewed By	JR
	Original Size	A3
Drawing Number		Rev
T2123/DEMP/001		A

APPENDIX C – Daily Environmental Record

C&R civil-remediation.com	ENVIRONMENTAL DAILY RECORD	FORM E201
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Site		Project Code	
Client			

	08:30	13:00	17:30
Weather - Wet/Dry? - Temperature? - Pressure?			
Wind - Speed? - Direction?			
Noise Readings	N ₁ : N ₂ : N ₃ : N ₄ : N ₅ : N ₆ : N ₇ :	N ₁ : N ₂ : N ₃ : N ₄ : N ₅ : N ₆ : N ₇ :	N ₁ : N ₂ : N ₃ : N ₄ : N ₅ : N ₆ : N ₇ :
Mud, Dust - Issues? - Suppression in use? - Wheel wash in use? - Road Cleaning in use? - Stockpiles well managed? - Dustboss Deployed?	Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA	Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA	Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA Yes/No/NA
Odour - Any noticeable odour at site boundary? - Effective management of potentially odorous activities? - Suppression systems in operation? - Nuisance Location?	Yes/No/NA Yes/No/NA Yes/No/NA	Yes/No/NA Yes/No/NA Yes/No/NA	Yes/No/NA Yes/No/NA Yes/No/NA
Visits - Regulatory Visit eg. EA, EHO, HSE etc - Client, Professional Team			
Monitoring Any sampling/monitoring undertaken?			
Inspections - Perimeter Fencing - Surface Water Management - Highways Defects			
PID Readings - Working Areas - Site Boundary - Receptors			

Details of Nuisance, Issues and Mitigating Measures

Time	Activity	Comments & Observations	Samples/Tests	Photographs

Person Completing Form		Signature		
Day & Date		Checked by Site / Manager		

Appendix 3: Parking Strategy Document

Executive Summary

We have undertaken a review of the existing car parking provision in Huyton, which is informed by desktop review and on-site surveys.

Currently, KMBC staff and other town centre users have the use of free parking with around 700 parking spaces currently available, of which around are 400 occupied by KMBC staff. Additional staff parking has been added in recent years, further adding to supply, across the Club 3000 Bingo and Venue car parks, while staff numbers have remained flat.

The redevelopment of Huyton town centre will increase parking demand in line with residential, leisure and commercial policy and operational requirements by around 255 parking spaces of which 38 spaces will be provided within the main development site itself.

The redevelopment will result in the removal of circa 420 spaces of surface car parking across the town centre. The current proposals will retain 180 car parking spaces for KMBC staff which aligns with the Council's own adopted car parking standards.

A range of parking facilities are currently available to the public in and around the town centre. This includes 109 short stay spaces at Archway Road. To facilitate the proposed new HQ, this provision will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road therefore maintaining short stay parking provisions.

Parking demand associated with the redevelopment will also be accommodated within the enhanced parking offer at Lathom Road, which is currently proposed to provide a minimum of 400 car parking spaces.

Therefore, the above will result in a net reduction in KMBC staff parking of over 220 spaces. It is recommended that KMBC parking practices are reviewed and supported through the implementation of robust travel planning measures along with parking management and enforcement. This approach will require close consultation and engagement with KMBC staff from an early stage of the process, which will return KMBC staff parking numbers to a similar level to that prior to the temporary parking provisions of Club 3000 Bingo and Venue car parks.

Baseline and Post-Development



Town Centre Short Stay
A range of parking facilities are available to the public in and around the town centre. This includes 109 short stay spaces at Archway Road. Upon the closure of this facility to allow remediation of the site prior to the construction of the new HQ, this provision will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road.

Existing Council Provision
8 car parks totalling 459 spaces (10% assumed to be used by non-Council staff based on KMBC feedback, e.g. NHS staff) = circa 413 spaces. This includes circa 200 spaces across the Club 3000 Bingo and Venue car parks, which have only been added to this supply in recent years.

Future Council Provision
Circa 180 spaces (Club 3000 Bingo + HQ and Cavendish House).
KMBC maximum parking standards for B1 Office (Town Centre) – 212 spaces (8,461sqm / 40).

Baseline

Plot	Car Park	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay		109	
	UKPC Car Park		12	
	Municipal Members		30	
	KMBC Visitors		24	
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)		29	
6	Library (Red Zone)		103	
7	Lathom Road MSCP		29 *	
	Club 3000 Bingo		150	
	Huyton Hey		97 **	
	Total		694	
	KMBC Total (-10%)		413 ***	

KMBC Provision
Town Centre Short Stay

* recorded occupancy rather than supply
** not impacted by redevelopment
*** 10% reduction applied

Phase 1 – Lathom Road Car Park Demolition



Phase 1A

- Demolition and remediation of Lathom Road car park and adjoining land.
- Existing car parking demand will be reassigned across other town centre short and long stay public car parks - baseline weekday occupancy of the existing demand is minimal (29 spaces). Dispersal of these trips can be accommodated in the context of the overall supply of town centre parking.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay		109	
	UKPC Car Park		12	
	Municipal Members		30	
	KMBC Visitors		24	
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)		29	
6	Library (Red Zone)		103	
7	Lathom Road MSCP			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		665	
	KMBC Total (-10%)		413	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision

Town Centre Short Stay

Phase 1 – KMBC Office Demolition / Remediation



Phase 1B

- Construction of Lathom Road multi-storey car park (MSCP) – circa 400 spaces.

Phase 1C

- Demolition of existing KMBC facilities, and remediation of NW area of site under same contract (4 car parks displaced).
- Plot 5, once remediated to be utilised as a contractor compound (1 car park displaced).
- Plot 1 remediated, piling mat completed.
- Archway Road (109 spaces) short stay car park relocated to Library Red Zone (103 spaces). Potential option for KMBC to agree temporary / short term solution for displaced Council staff parking – Asda (upper deck) or Cavendish Walk underground car park.

Significant Reduction in KMBC Car Parking Provision

Proposed mitigation strategy, including Travel Plan and Parking Management/ Enforcement, outlined overleaf.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorikon (Green Zone)		61	
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		461	
	KMBC Total (~10%)		235	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Temporary Short Stay

KMBC Travel Plan

A comprehensive sustainable travel planning strategy for the Council HQ will be needed to further support the shift toward sustainable transport modes, encouraging behavioural and cultural change, and reducing reliance on private car use. The targeted modal shift will help support an overall reduction in parking demand.

The Travel Plan strategy will be underpinned by wide ranging measures aimed at all modes of sustainable transport including walking, cycling, public transport and car sharing. To ensure the effectiveness of the strategy, consideration of the following key measures to be implemented and/ or maintained:

- Flexible working, hybrid working and working from home practices, including the provision of appropriate IT equipment, to assist staff who may not be able to reach the site by sustainable modes every day of the week and to reduce pressure on available car parking.
- A cycle to work scheme to assist in the purchase of bicycles and equipment.
- Interest-free loans to purchase public transport season tickets.
- Active promotion of sustainable transport options amongst staff and allocation of resource to the Travel Plan Co-ordinator role (including budget provision) to ensure the continued implementation and responsiveness of the travel planning strategy to changing circumstances.
- Establish a dedicated car sharing TEAMS channel.

KMBC Parking Management

To compliment the existing Council Travel Plan and to ensure the success of the parking strategy, robust parking management and enforcement measures as part of a KMBC Parking Policy will be critical. It is noted that KMBC previously operated a permit-based parking allocation for staff, but this has not been in place since the onset of Covid-19. The reintroduction of a permit-based system will be required to ensure that parking demand is closely managed and enforced. The allocation of permits to KMBC users will need to consider the following:

- Prioritisation and allocation of car parking to car sharers to encourage the uptake of this mode and a move away from single-occupancy car travel.
- A charging regime for parking permits, which could be calculated on a sliding scale related to pay grade and compliment hybrid working patterns e.g. parking permits for identified office working days.
- Introducing sustainable accessibility and needs-based criteria to restrict applying for parking permits. The allocation of permits will need to consider the various needs of staff, including location of place of residence, mobility / health requirements, vehicle requirements outside of work, access to sustainable transport options and if the use of car is required to fulfil a job role.
- As detailed above as part of the Travel Plan, where appropriate the allocation of permits should be prioritised to car sharers.

KMBC Parking Enforcement

The reintroduction of permits for car parking will need to be supported by a robust enforcement strategy that could include using Civil Enforcement Officers in relation to KMBC staff and visitor parking areas, as well as the potential introduction of Automatic Number Plate Recognition (ANPR) systems for other public / private car parking facilities. ANPR systems are offered by providers such as Parking Eye or National Parking Control, who can offer bespoke management solutions which can address the following management considerations:

- Warden / ANPR / Self Ticketing System.
- 24/7 Customer Support Line / Designated Account Manager.
- Report A Vehicle System.
- Permit / e - permit solution.
- Bespoke signage throughout the site.
- Client cancellation requests for incorrectly issued Penalty Charge Notices (PCNs).

Residential, Hotel and Short Stay Parking

Residential Parking Provision

A ratio of 0.4 car parking spaces per residential unit has been adopted for the redevelopment of the town centre. This figure has been determined with reference to the following evidence:

- The Council's adopted car parking standards and relevant policy/ guidance.
- Local car ownership data.
- Local transport mode share data.
- National precedents utilising data from the TRICS database.
- Recently approved planning applications in Knowsley town and district centres.

Plot 5 may come forward as office space rather than residential development. To account for this scenario, this parking strategy adopts a worst-case approach and assumes Plot 5 will come forward as office, with a minor uplift in future parking supply to reflect this.

Hotel Parking Provision

The proposed level of hotel parking has been determined on the basis of operator requirements and assumes 1 space per 4 bedrooms.

Town Centre Short Stay

As previously detailed, the 109 short stay spaces currently located at Archway Road will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road.

Phase 1 – KMBC Office Demolition / Construction



- Phase 1B**
- Construction of Lathom Road MSCP completed – circa 400 spaces.
- Phase 1C**
- Archway Road (109 spaces) short stay car park relocated to Lathom Road MSCP and Council staff car parking in Library Red Zone (103 spaces).

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		861	109
	KMBC Total (-10%)		328	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1 & 2 – Remediation of Public Realm & Hotel Plots



- Phase 1D**
- Plot 4 and Village Green remediation commences.
 - Yorkon Green Zone car park (61 spaces) is displaced.
- Phase 2**
- HQ Construction commences.
 - Lathom Road MSCP, The Venue (Plot 3) and Library Red Zone car parks in operation.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2 & 3 – Remediation, Commencement of Hotel, HQ Ongoing



- Phase 1D**
- Plot 4 and Village Green remediation complete.
- Phase 1E**
- Plot 2 (A&B) Remediation commences.
- Phase 2**
- HQ Construction ongoing, Village Green area handed over to HQ main contractor.
- Phase 3**
- Hotel Construction commences.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2, 3 & 4 – Remediation, Commencement of Residential Plot



- Phase 1E**
- Plot 2 (A&B) Remediation complete.
 - Plot 2A utilised to store remediation stockpile material.
- Phase 1F**
- Plot 3 Remediation commences.
- Phase 2**
- HQ & Village Green area Construction ongoing.
- Phase 3**
- Hotel Construction ongoing.
- Phase 4**
- Residential Plot 2B construction commences.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue			
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		750	109
	KMBC Total (-10%)		228	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2, 3 & 4 – Remediation, Plot 2B, HQ & Hotel Ongoing



- Phase 1F**
- Plot 3 Remediation complete, temporary car park opened on Plot 3 providing 50 spaces as per the existing situation.
- Phase 2, 3 & 4**
- HQ, Village Green, Hotel & Residential Plot 2B Construction ongoing.
- Other Car Parks**
- Lathom Road MSCP and Library Red Zone car parks in operation.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 3 & 4 – Residential Plot 2B, & Hotel Ongoing



- Phase 2**
- HQ construction complete.
- Phase 3 & 4**
- Hotel & Residential Plot 2B Construction ongoing.
- Phase 7**
- Plot 6 Remediation commences. Library Red Zone car park (103 spaces) is displaced.
- Car Parking**
- Lathom Road MSCP in operation.
 - Plot 3 – temporary car park (50 spaces).
 - New parking at HQ and Cavendish House – 30 spaces.

KMBC CAR PARKING REGIME FULLY IMPLEMENTED

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ		30	
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)			
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		727	109
	KMBC Total		230*	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

* assumes exclusive to KMBC

Phase 5 – Lathom Rd Ongoing



Phase 3 & 4

- Hotel & Residential Plot 2B complete.
- Plot 2A meanwhile use.

Phase 7

- Plot 6 Remediation complete.

Other Car Parks

- Temporary car park opened on Plot 6 of 83 spaces (20 spaces displaced by installation of telecom masts and impact of mature trees). Car park split between Council staff parking (32 spaces), hotel parking (31 spaces) and residential plot parking (30 spaces).
- Plot 3 – temporary car park (50 spaces).
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Meanwhile Use		30
2B	Residential	Completed Development	6	
3	Venue	Completed Development	50	
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Contractor Compound		
6	Library (Red Zone)	Remediation	83	*
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		818	170
	KMBC Total		222	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Partial KMBC Provision

Short Stay Provision in MSCP

* reduction in provision compared with existing due to constraints

Phase 5 & 6 – Plot 3 Ongoing



Phase 5

- Hotel parking (31 spaces) and Residential Plot 2B parking (30 spaces) relocate to Lathom Road MSCP.

Phase 6

- Plot 3 residential development commences. Temporary car park (50 spaces) is displaced.

Other Car Parks

- Plot 6 – temporary car park (93 spaces), 100% for Council staff parking.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Meanwhile Use		
2B	Residential	Completed Development	6	30
3	Venue	Construction		
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Contractor Compound		
6	Library (Red Zone)	Temp. Car Park	83	
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		768	170
	KMBC Total		263	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 7 – Plot 6 Ongoing



Phase 6

- Plot 3 residential development complete.

Phase 7

- Plot 6 residential development commences. Temporary car park (83 spaces) is displaced.

Other Car Parks

- Lathom Road MSCP – Archway Road short stay, hotel, Residential Plot 2B & Plot 3 (87 spaces) plus short stay (109 spaces) - total requirement 196 spaces.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ		30	
2A	Meanwhile Use TBC			
2B	Residential		6	30
3	Venue			26
4	Hotel		2	31
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)			31
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		685	227
	KMBC Total		180	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 8 – Plot 6 Ongoing



Phase 7

- Plot 6 residential development complete.

Phase 8

- Plot 5 Residential / commercial commences.

Phase 9

- Plot 2A residential development commences.

Other Car Parks

- Lathom Road MSCP Archway Road short stay, hotel, Residential Plot 2B, Plot 3, Plot 6 parking – total requirement 227 spaces.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Construction		
2B	Residential	Completed Development	6	30
3	Residential	Completed Development		26
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Construction		
6	Residential	Completed Development		31
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		685	227
	KMBC Total		180	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision
Short Stay Provision in MSCP

Phase 9 – HQ, Hotel, Plot 2B, 3, 5 & 6, Lathom Rd. Complete, Plot 2A Complete



Phase 8

- Plot 5 Residential / commercial completes.

Phase 9

- Plot 2A residential development complete.

Other Car Parks

- Lathom Road MSCP – Archway Road short stay, hotel, Residential Plot 2B, Plot 3, Plot 6, Plot 2A, Plot 5 parking – total minimum requirement 326 spaces. This would leave a “headroom” within the proposed MSCP of around 70-80 spaces on the basis of a total provision of circa 400 spaces. This additional provision could further support town centre short stay demand, additional hotel demand for visitors and events or residential visitors.
- Parking at HQ and Cavendish House – 30 spaces.

Total KMBC provision of 180 spaces (circa 26% of total town centre car parking)

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ		30	
2A	Residential			61
2B	Residential		6	30
3	Residential			26
4	Hotel		2	31
5	Residential / Commercial			38
6	Residential			31
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		685	326
	KMBC Total		180	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP