



**Construction Management Plan
Former New Heys School, Liverpool**

REV B- Sept '14

AMENDED TO REPLAN AREA

December 2013

Introduction

This document has been prepared pursuant to condition 10 of the approved planning consent 13F/1823 for the proposed residential development at Former New Heys School, Liverpool. This document is to be read in conjunction with the Construction Management Plan (CMP). The document has been updated to accord with an proposed replan to the southern internal area of the site.

Background

Planning Condition 3 of the approved planning consent 13F/1823 reads as Follows:

Prior to development commencing a detailed construction management programme shall be submitted to and approved by the local planning authority and the programme shall include, inter alia, commencement and completion dates, hours of operation for construction work, measures to control noise and dust, details of site compounds, any temporary highway works or closures and access for construction traffic. The construction shall be carried out in accordance with the approved programme unless otherwise agreed in writing with the local planning authority.

REASON: It is in the interests of residential amenity in accordance with Liverpool Unitary Development Plan Policy HD18 (General Design Requirements).

It is intended that this document specifically addresses the points in planning condition 3.

Site Access

The site is located in a residential area, formerly a school site which is now demolished. It is currently accessed via an existing access off Allerton Road, with second accesses off Heath Road.

As part of the redevelopment of the site, two new accesses off Heath Road are proposed during the construction of Parcel 2 and one in an existing location from parcel 1 off Allerton Road.

Prior to the construction of the main access points, construction traffic will access the site via existing points established during demolition of the school off Heath Road.

Proposed Development Programme

The infrastructure to serve the development will be built in accordance with phasing off the build route. It is anticipated that the development will be completed by early 2017.

Construction Compound

Redrow has introduced a standard compound arrangement which is enclosed within appendix 2 of the report. The compound will be located centrally on site to more safely serve the two areas of the development (parcels 1 & 2). The compound will be located to east of parcel 1 and close to parcel 2 on plots 49-53. These areas are

considered best because of their central location in both parts of the site and their adaptability to serve the various areas of the development.
The location is shown on the CEMP plan- Appendix 1.

Working Hours

Site Working Hours are specified on Redrow's Terms and conditions and are specified as Monday to Friday 0830 to 1800 and 0800 to 1300 on Saturday. A copy of these terms and conditions are given to all contractors on issue of a new order for any new phase of a development.

Redrow will insist that all drivers accessing the site show respect for the surrounding neighbours of the development. Deliveries will only be accepted within the site working hours. A copy of the Construction Management Plan will be provided to contractors who have large deliveries to make to the site, and will be asked not to arrive to site outside the specified working hours.

Noise and Dust

Noise will be mitigated against through working to only the specified working hours as listed as to not disturb local residents. Employees will be instructed to be sympathetic to neighbours of the site and act responsibly within Redrow's expectations. Adequate fencing/hording will hopefully alleviate some noise and dust factors.

Dust suppression techniques will be used throughout the build cycle on site, as was during the previous buildings demolition. Hording/ fencing to the site parameters will help mitigate against ground dust and protect the immediate area. Techniques such as hosing will be employed should dust become an issue on site.

Traffic/Construction Management

As shown on the Construction Management Plan the main access to the site for heavy vehicles is to be Heath Road on the second new access road, construction traffic can proceed through the site on a one way basis to the site compound area and staff car parks etc. The one way system leads through the site and exits onto Allerton Road for both Parcels 1 and 2. This is the best solution to traffic movement due to the ease of management of vehicles on site.

There will be no need for turning areas on site for HGV's because of the one way system. Exit is via Allerton Road. All site visitors/operatives to access site via the entrance road shown and will report to the site compound.

Once the sales areas are open access to sales car parks will be from the new access on Allerton Road and a temporary new access car park off Heath Road.

Parking

A designated parking area will be provided for site visitors and contractors as shown on Construction Management (appendix 1). There is separate parking for the compound and sales areas.

Site visitors and contractors will be advised not to park on the established road networks, and will be encouraged to use the parking provided within

the site boundary.

A copy of the Construction Management Plan will be held on site within the site manager's office. The site manager will direct site visitors to the designated parking areas on their induction to the site. All personnel visiting and working on the site will be given a site induction in conjunction with the Redrow Health and Safety Policies and Procedures.

Road/Wheel Cleaning Strategy

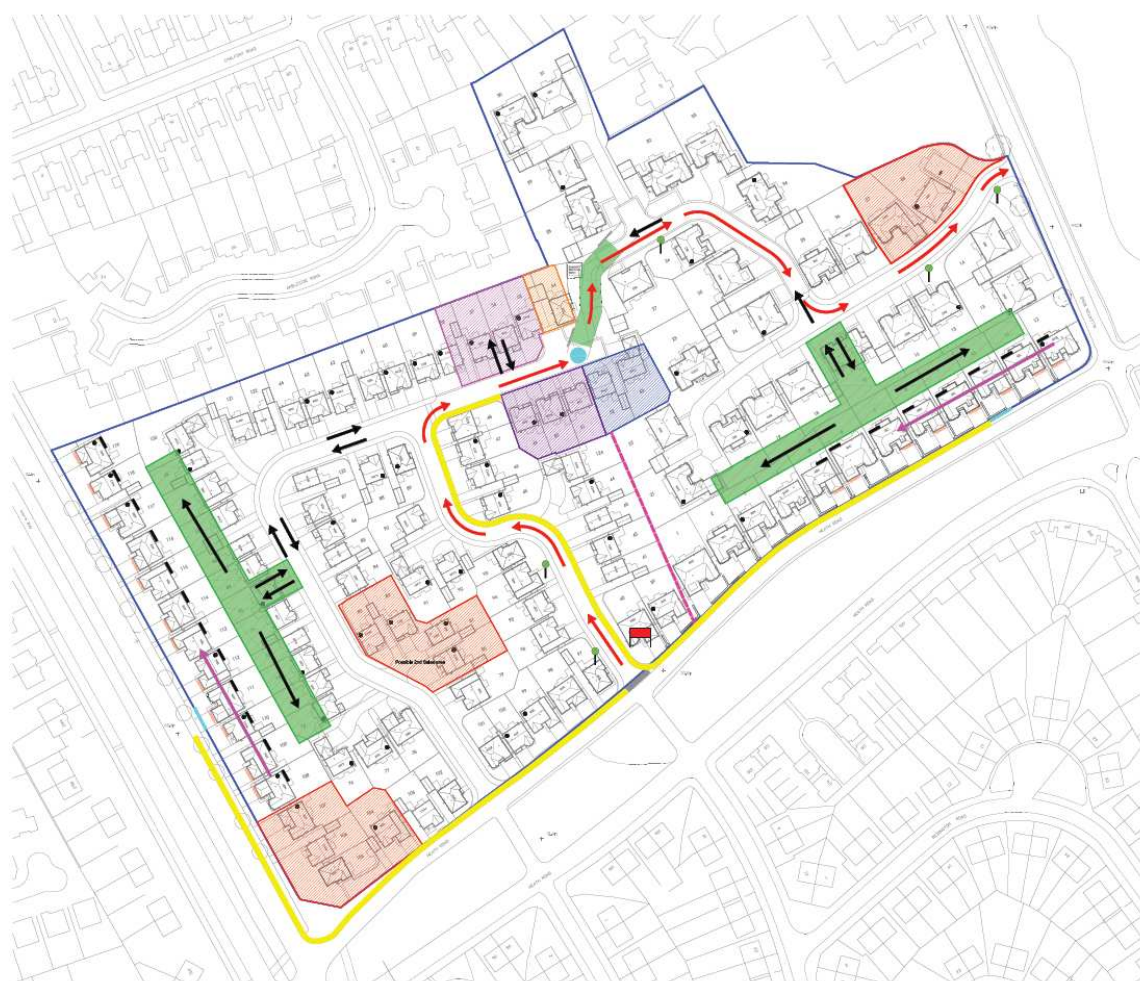
It is important that the surrounding road network is kept clean a road sweeper will be used as appropriate to protect the surrounding road conditions. The frequency of the sweeping will increase when works which comprise excavations and earth moving are ongoing.

As an additional measure, a jet washing arrangement will be set up on site. This jet wash will be used to clean and wash wheels if needed for construction traffic. This device will be portable to aid with the ease of cleaning at different areas of the site, but will be based primarily within the site compound area as shown on the CEMP. This area is ideal due to the single route traffic movements and hard standing areas after this point.

We will work closely with LCC on all issues to ensure we undertake the construction of the development in a considerate manner.

Appendix 1

Construction Management Plan



KEY

- SOLID AREA AND SURVEYED ZONE
- COMPOUND AND WEIRLINE
- SUBSTRUCTURE CONCRETE
- SUPERSTRUCTURE COMPOUND
- MOUNTS & OTHERS
- TANKING ROOF DOME
- PAUL ROOFS
- CONCRETE**
- REFERENCE OF FLIGHT ROOSTERS**
- LAUNCH AREA COMPOSITE FROM LAUNCH RAMP**
- DIRECTION OF AIRFLOW**
- AFB SECURITY PASSAGE**
- INFORMATION SYSTEMS CENTER**
- PERIMETER OCCUPANCY POWER**
- PERIMETER RESISTANCE TO PLANTS**
- ONE WAY SYSTEM**
- FORMER BY ACCESSORY**
- SECURITY WEIRLINE**
- LOADING BAY**
- WATER TREATMENT LOCATION (POTENTIAL BY PROPERTY)**

1	NAME	NEW HEY'S
2	ADDRESS	LIMPOPO
3	STREET	
4	CITY	NEW HEY'S
5	STATE	NEW HEY'S
6	POSTAL CODE	000000
7	PHONE	000000
8	FAX	000000
9	E-MAIL	
10	WEBSITE	
11	INDUSTRY	

Appendix 2

Standard Site Compound

Plan

