



Construction Management Plan (CEMP)

Huyton Industrial Development – 35 Wilson Road, Huyton, L36 6AE

Linden Hill Capital Assets – JMCO Limited

Project Title: Huyton 220

Client: Linden Hill Capital Assets – JMCO Limited

Principal Designer: RJD Associates

Principal Contractor: DJL Construction NW Ltd

Planning Reference: 25/00205/FUL

Local Authority: Knowsley Metropolitan Borough Council

CMP Revision: Final Submission – May 2026

Sign-Off and Approval

Name	Role	Organisation	Signature	Date
Daniel Edwards	Construction Manager	DJL Construction NW Ltd		
Daniel Livesey	Principal Contractor	DJL Construction NW Ltd		
	Planning Authority Officer	WLBC / Knowsley MBC		

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1. Introduction

This Construction Management Plan outlines the procedures, responsibilities, and controls for the Huyton Industrial Development. This CMP includes demolition of existing buildings, site mobilisation, temporary works, and associated construction activities. It includes detailed logistics, environmental management, and safety protocols to ensure compliance with planning conditions and statutory obligations. The CMP incorporates ecological mitigation measures, invasive species management, and protection of sensitive receptors including Logwood Mill Brook.

2. Site Description

The site is located at 35 Wilson Road, Huyton and extends to approximately 4.45 hectares. It currently comprises existing industrial buildings and hard standing areas requiring demolition. The proposed development consists of a new industrial unit with associated yard, parking, and infrastructure. Logwood Mill Brook forms the eastern boundary and represents a key environmental constraint. Construction access will initially utilise the existing site entrance prior to transition to the proposed access arrangement.

3. Site Set-Up and Logistics

- **24-Hour Emergency Contact:** Clearly displayed at site entrance and included in stakeholder communications later in this document.

- **Traffic Management and Welfare Plan**

This Traffic Management and Welfare Plan outlines access control, vehicle circulation, pedestrian segregation, site welfare, and environmental mitigation for Demolition of existing structure and building of new industrial unit. Details are shown in appended **Logistics plan** and section 7 Highway and traffic.

- **Contractor Compound & Welfare:**
 - Located south west corner of site, adjacent to entrance gate.
 - **Facilities include:** Modular canteen, drying room, office, WC, first aid; 24/7 emergency contact board and induction zone.
 - Wash-down platform adjacent to the compound for wheel washing and environmental control.
- **Security Fencing:** Existing high boundary fence with lockable gates and approved graphics, utilising the existing fence already along the boundary
- **Public Viewing:** Windows in hoarding not applicable due to location, but information board will be maintained
- **Compound Location:** Positioned to the south west of the site shown in Logistics Plan
- **Welfare Facilities:** Drying room, canteen, toilets, office space in modular units
- **Deliveries:** Scheduled during working hours, with holding area inside the compound
- **Material Storage:** Clearly demarcated bays within compound; no storage within RPA zones

4. Environmental Management

All works will be undertaken in accordance with best practice guidance and relevant legislation, including but not limited to BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites.

The Principal Contractor, DJL Construction NW Ltd, will ensure that all environmental controls are implemented, monitored, and maintained throughout the duration of the works.

Noise and Vibration Control

Construction activities will be undertaken in accordance with the agreed working hours:

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturday
- No works on Sundays or Public Holidays

All plant and equipment will be selected and maintained to minimise noise emissions. Where practicable:

- Silenced equipment will be used.
- Stationary plant will be located away from site boundaries.
- Engines will not be left idling unnecessarily.

Any high-noise activities will be planned and controlled to minimise impact on surrounding receptors.

Surface Water and Pollution Prevention

All reasonable measures will be taken to prevent pollution of surface water, groundwater, and drainage systems.

Specific controls include:

- No discharge of contaminated water into surface water drains or Logwood Mill Brook (Logistics Plan)
- Installation of silt control measures where required – see plan of currently assumed requirements.
- Refuelling only within designated areas.
- Storage of fuels, oils, and chemicals in bunded containers.
- Spill kits will be maintained on site at all times, and operatives will be trained in their use.

In the event of a spill:

- Works will cease immediately
- Spill will be contained and cleaned
- Relevant authorities notified if required

Watercourse Protection – Logwood Mill Brook

Logwood Mill Brook forms the eastern boundary of the site and is identified as a sensitive environmental receptor. Area shown in **Logistics Plan**

The following measures will be implemented:

- Silt fencing to be erected the length of the boundary to protect the brook.
- Any works within 5m of the brook edge to be approved by the ecologist.
- No storage of materials, plant, or waste within 10m of the brook edge.
- No excavation or disturbance within the buffer without approval
- No discharge of surface water runoff into the brook

All works will be undertaken in accordance with the ecological recommendations and planning conditions.

Ecology Protection Measures

All works will be undertaken in accordance with the Ecological Appraisal and associated mitigation measures. Pollution prevention controls will be implemented in line with paragraph 5.6 to ensure no adverse impacts to Logwood Mill Brook, including the use of bunded storage, designated refueling areas, spill response procedures and control of surface water runoff. A minimum five meter buffer zone will be clearly demarcated and maintained along Logwood Mill Brook for the duration of the works to safeguard water vole and associated habitats. In addition, Reasonable Avoidance Measures (RAMs) for the protection of hedgehog will be implemented in accordance with paragraph 5.13, including pre-commencement briefings, careful site clearance, management of excavations, and provision of escape routes for wildlife.

General Measures

- Toolbox talks will be provided to all operatives
- Site boundaries will be clearly defined and protected
- Lighting will be controlled to avoid disturbance to wildlife

Protection of Breeding Birds

- Vegetation clearance will be undertaken outside the bird nesting season (March–August), or
- A pre-commencement ecological check will be undertaken

Protection of Terrestrial Mammals

- Trenches will be covered overnight or fitted with escape ramps
- Open excavations will be inspected daily

Protection of Water Vole / Riparian Habitat

- As per the attached report it has been identified that no Water voles inhabit the site or surrounding area

Invasive Species Management – Japanese Knotweed

Japanese knotweed has been identified outside of our site boundary along Longwood Brook the site and will be managed through a combination of excavation and herbicidal treatment subject to specialist recommendations. Location plan attached

The following controls will be implemented:

- Minimum **5 metre exclusion zones** established around all affected areas
- Clearly marked and fenced zones
- No unauthorised access or disturbance
- Biosecurity procedures implemented to prevent spread

All works will be undertaken by a specialist contractor where required.

5. Dust Control Measures

To minimise air quality impacts during construction, a range of dust suppression measures will be implemented throughout the duration of the works in accordance with guidance from the Institute of Air Quality Management (IAQM) and local authority requirements. (site is not within AQMA zone as clarified above)

Key dust control measures include:

- **Water suppression:** Regular damping down of haul roads, laydown areas, and stockpiles using a water bowser or misting system, particularly during dry and windy conditions.

- **Sealed haul routes:** Temporary surfacing 6F5 low fines installed and maintained along all high-traffic routes to reduce dust lift-off.
- **Vehicle wheel washing:** All HGVs exiting site will pass through a fixed or mobile wheel wash unit positioned at the main gate.
- **Covering of loads:** All loose material leaving the site will be sheeted or covered to prevent dust dispersion.
- **Minimised on-site stockpiling:** Where possible, materials will be delivered just-in-time. Any stockpiles will be kept moist and protected with covers where appropriate.
- **Speed restrictions:** Vehicle speed limited to 5 mph within the site to reduce dust generation.
- **Cutting and grinding controls:** No dry cutting permitted. Mechanical saws will be fitted with water suppression systems or local exhaust ventilation (LEV).
- **Monitoring and inspection:** Daily site inspections by the Site Manager to check dust levels and ensure mitigation measures are working effectively. Any complaints will trigger immediate review and remedial action.

These measures will be adjusted based on weather conditions and site phase. All subcontractors will be briefed on dust control responsibilities during induction and toolbox talks.

6. Waste & Materials

Waste Management (Environmental Controls)

All waste arising from the works will be managed in accordance with the waste hierarchy:

- Reduce
- Reuse
- Recycle

Controls include:

- Segregation of waste streams
- Use of licensed waste carriers
- Disposal at approved facilities
- No burning on site

Hazardous waste (including asbestos and contaminated soils) will be handled separately and in accordance with relevant legislation.

Monitoring and Compliance

Environmental controls will be monitored through:

- Daily site inspections
- Weekly management reviews
- Toolbox talks and briefings

Any issues identified will be addressed immediately, and procedures updated where necessary.

Typical Site Waste Streams and Disposal Methods

- **General Construction Waste (mixed waste)**
Segregated where practicable and disposed of via a licensed waste contractor. Recycling prioritised in accordance with the waste hierarchy.
- **Concrete and Hardcore**
Crushed and reused on site where suitable, or removed to a licensed recycling facility.
- **Excavated Soils (non-contaminated)**
Reused on site for backfilling and landscaping where possible, or disposed of at an approved facility.
- **Contaminated Soils (including Japanese Knotweed material)**
Segregated, stored in designated areas, and removed off-site to a licensed facility in accordance with environmental regulations.
- **Timber**
Segregated and sent for recycling or reuse where possible. Treated timber disposed of at licensed facilities.
- **Metals (steel, copper, aluminium)**
Segregated and sent to licensed recycling facilities.
- **Plastics and Packaging**
Segregated and removed for recycling via licensed waste contractors.
- **Plasterboard**
Stored separately in designated skips and disposed of at approved recycling facilities.
- **Hazardous Waste (including oils, fuels, chemicals)**
Stored in designated, bunded areas and removed by licensed hazardous waste contractors. Waste transfer documentation retained.

- **Asbestos Containing Materials (ACMs)**
Removed by licensed asbestos contractors in accordance with the Refurbishment and Demolition Survey (Ref: L-02073) and disposed of at licensed hazardous waste facilities.
- **Green Waste / Vegetation**
Segregated and removed for composting or recycling where possible.
- **Packaging Waste (cardboard, pallets)**
Segregated and returned, reused, or recycled where practicable.

7. Highway & Traffic

All construction traffic associated with the development will be managed in a controlled and coordinated manner to minimise disruption to the local highway network and surrounding receptors.

The Principal Contractor, DJL Construction NW Ltd, will be responsible for implementing and maintaining all traffic management measures throughout the duration of the works.

Access Strategy and Phasing

Construction access to the site will be undertaken in a phased manner in line with the construction programme. (In reference to **Logistics Plan**)

Phase 1 – Demolition and Site Clearance

During the initial phase of works, all construction traffic will utilise the **existing access from Wilson Road**.

This arrangement has been selected to:

- Provide a safe and established access point for demolition traffic
- Avoid early works at the proposed access location
- Allow demolition and enabling works to be undertaken efficiently

All demolition traffic, including HGVs removing arisings and waste materials, will enter and exit via this existing access.

Phase 2 – Construction of New Access

At an appropriate stage following demolition and enabling works, the **new access and egress arrangement** will be constructed in accordance with the approved planning drawings.

During this phase:

- Temporary traffic management measures will be implemented as required
 - Clear signage and site supervision will be provided
 - Any interface between construction traffic and the public highway will be controlled
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Phase 3 – Main Construction Phase

Upon completion of the new access:

- All construction traffic will be routed via the **new access and egress points**
- The existing access will either be:
 - Closed, or
 - Retained for limited or emergency use only

This will:

- Improve internal site circulation
 - Reduce conflict between construction activities
 - Align with the final operational layout of the development
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Traffic Routing and Vehicle Management

All construction vehicles will follow agreed routing to and from the site via the local highway network.

Controls will include:

- Use of designated delivery routes
- No unauthorised routes through residential or sensitive areas
- Coordination of deliveries to avoid peak traffic periods

All drivers will be briefed on site access arrangements and expected standards of behaviour.

Delivery Management

Deliveries will be carefully managed and coordinated to avoid congestion and ensure safe operation.

- Deliveries will be scheduled in advance
- Delivery times will generally be restricted to normal working hours
- No deliveries will be permitted outside agreed hours without prior approval

Typical delivery windows:

- 07:30 – 11:30
- 13:00 – 16:00

There will be:

- No queuing of vehicles on the public highway
 - Internal holding areas provided within the site where required
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HGV Movements

Heavy Goods Vehicle (HGV) movements will be controlled throughout all phases of the works.

- Vehicle numbers will be managed to suit site capacity
 - Banksman will be used where required
 - Turning and manoeuvring will take place within the site boundary
 - Controlled scheduling
 - On-site coordination
 - Strict adherence to haul routes
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Wheel Washing and Mud Control

Measures will be implemented to prevent mud and debris being deposited onto the public highway.

These will include:

- Installation of wheel washing facilities at the site exit
- Use of hardstanding haul routes where practicable
- Regular inspection of the site entrance and surrounding highway
- Use of road sweepers as required

All vehicles will be checked prior to leaving site, and any contaminated vehicles will be cleaned before accessing the public highway.

Highway Protection Measures

To protect the condition of the public highway:

- Daily inspections of the site access and surrounding roads will be undertaken
- Any damage or contamination will be addressed immediately
- Appropriate signage will be installed where required

In the event of excessive mud or debris:

- Works will be paused if necessary
 - Additional cleaning measures will be implemented
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Pedestrian and Public Safety

The safety of pedestrians and other road users will be maintained at all times.

Measures will include:

- Clearly defined access and egress points
 - Use of banksmen during vehicle movements
 - Installation of appropriate signage
 - Segregation of pedestrian and vehicle routes within the site
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Monitoring and Compliance

Traffic management measures will be monitored through:

- Daily site inspections
- Ongoing supervision by site management
- Regular review of delivery schedules

Any issues identified will be addressed immediately to ensure continued compliance with planning requirements.

8. Stakeholder Engagement

- **Community Notification:** Pre-start letters to neighboring businesses

- **Signage:** 24/7 contact board at entrance
 - **Feedback Mechanism:** Dedicated site email and phone line
 - **Meetings:** Monthly update meeting with local authority planning contact
 - **Complaint Log:** All concerns logged and responded to within 2 working days
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9. Health, Safety & Emergency

- **Inductions:** Mandatory before entering site, includes ecology briefing
 - **Toolbox Talks:** Weekly, focused on high-risk activity of week
 - **Emergency Plan:** Muster point at compound, and nearest emergency hospital details appended with this document.
 - **Fire:** Hot works permit system, extinguishers within 30m reach
 - **Accident Reporting:** All incidents logged within 24 hrs
 - **Spill Control:** Oil and fuel kits available at fuel station and plant park
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10. Contacts

Name	Role	Organisation	Contact
TBC	Site Manager	DJL Construction NW Ltd	
Giz Bain	SHEQ Manager	DJL Construction NW Ltd	
Daniel Edwards	Construction Manager	DJL Construction NW Ltd	
Daniel Livesey	Director/24hr Contact number	DJL Construction NW Ltd	

11. Appendices

- Appendix A – Traffic Management and Welfare Plan**
 - Appendix B – Existing Site Plan**
 - Appendix C – Proposed Site Plan**
 - Appendix D – Japanese Knotweed Plan**
 - Appendix E – Asbestos Refurbishment and Demolition Survey**
 - Appendix F – Ecological Appraisal / Survey**
 - Appendix G – Construction Programme**
 - Appendix H – Emergency hospital details**
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This CMP has been developed to satisfy the planning conditions of Knowsley Metropolitan Borough Council and shall be reviewed at each major stage of construction or upon appointment of the Principal Contractor.