

Caddick.

Construction Environmental Management Plan

Project Name: Indurent Knowsley



Report Title	Indurent Park Knowsley Construction Environmental Management Plan
Report Reference	CEMP
Revision Number	Issue 3
Issue Date	03.09.26
Client	Indurent Propco A3 Ltd Floor 2, One Colmore Row, Birmingham, B3 2BJ
Principal Designer	Caddick Construction Chepstow House, Trident Business Park Warrington, WA3 6BX
Project Manager / Quantity Surveyor	Cumming Group The Gatehouse, Bessemer Drive, Festival Park, Stoke-On-Trent ST1 5GR
Regulatory Authority	Environmental Agency Stretton Way, Whiston, Knowsley L36 6JF
Local Authority	Knowsley Borough Council Stretton Way, Whiston, Liverpool, L36 6JF

1.0 Introduction

Indurent are to appoint a Principal Contractor to carry out and complete the design and construction of 2no new speculative Industrial units K135 (135,000sq ft) and K72 (72,000sq ft).

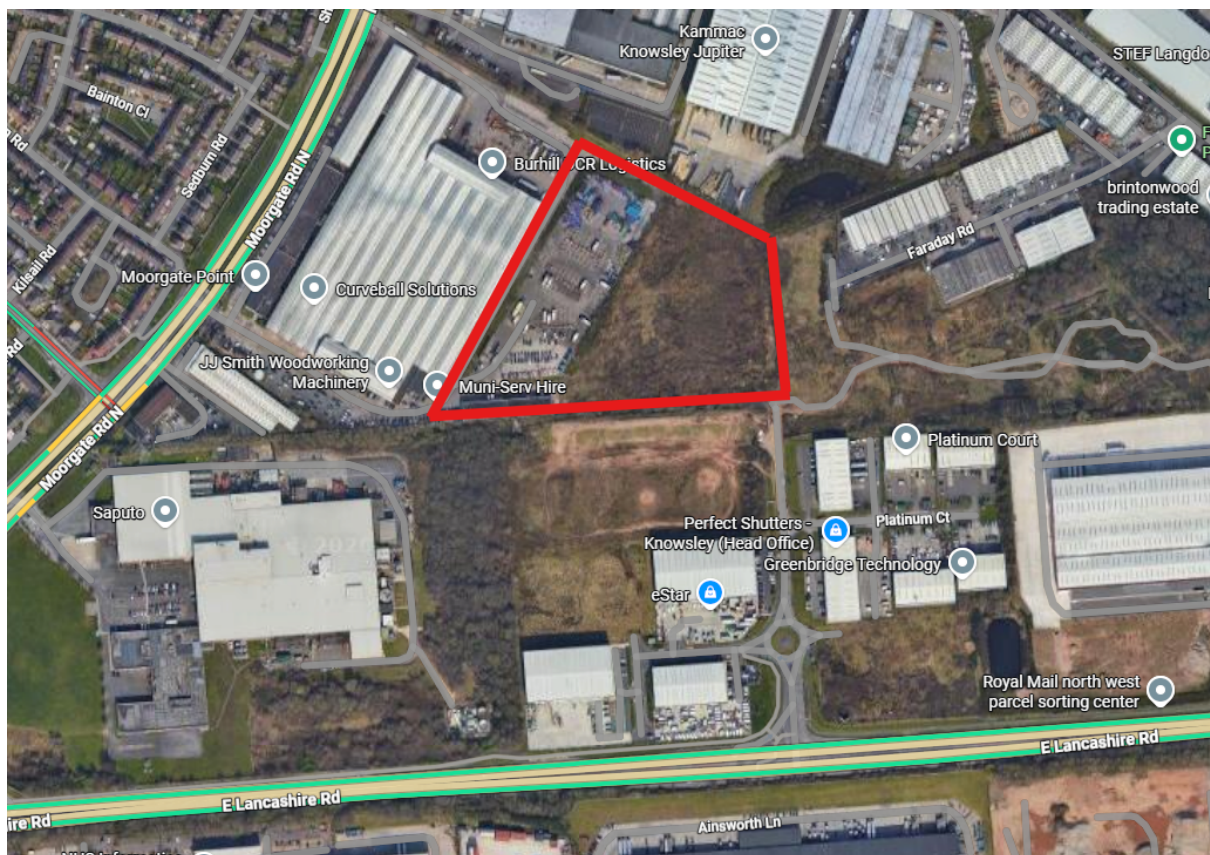
The proposal is to locate the new units on part of the existing Moorgate Point Business Park bounded by Moorgate Lane and East Lancashire Road under the ownership of Indurent.

The works comprise of the demolition of existing industrial units, forming of the new units with associated external works, drainage and services.

1.1 Site Location and Description

The site is located as follows;

Indurent Park Knowsley
Moorgate Point, Moorgate Rd
Knowsley, L33 7XW



Moorgate Point is a business park that primarily serves Knowsley Council, featuring a well-organised area where recycling bin collection lorries are parked. In addition to its focus

on sustainability, the park houses a garage that offers comprehensive MOT services, catering to the needs of private clients as well.

1.2 Background

This Construction Environmental Management Plan is prepared to satisfy the pre commencement planning conditions.

Prior to the commencement of any works on site, the developer shall provide in writing a Construction, Highways & Environmental Management Plan (CHEMP) to the LPA for written approval. The CHEMP shall review all demolition and construction operations proposed on site including logistics. It shall cover as a minimum the following areas,

- The routing of construction traffic
- Detail the vehicular activity associated with the construction works
- Details of the location and arrangements for contractor parking
- The identification of the vehicular access points into the site
- Compound locations
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period.
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location.
- Site working hours.

2.0 Emergency Contact Details

Head office – Warrington 01925 640890
Project Manager – Alan Bowyer 07775 434704
Construction Manager – Ian Guildford 07342 881652

3.0 Programme Dates / Phasing of Works / Hours of Work

The works are programmed to commence at the start of May 2026 and complete for February 2027.

The works are being constructed in one phase with no sectional completions envisaged.

The Intended hours of work will be as follows:

08.00 to 18.00	Monday to Friday
08.00 to 13.00	Saturday (when applicable)

The only works planned outside of the above hours will be the finishing of the warehouse concrete floor slabs, liaison with the local authority and local business's will be undertaken at the appropriate time.

4.0 Access Routes onto the Site and Site Parking

Access routes to site will be as follows:

During the initial site preparation phase the site will be accessed via existing Moorgate point entrance via Moorgate Rd North as indicated by the plan below weeks 1-6. Site

parking and material deliveries / laydown areas will be off the exiting tarmac yard areas.

During the preparation phase a new site entrance will be formed off Alchemy way, accessed from East Lancashire Road and will remain as the main point of access for the duration of the project as indicated by the plan below weeks 6-38.

Deliveries will be directed to arrive / depart from site Via Alchemy Way, East Lancashire Road.

The above delivery routes avoid local schools etc, however deliveries will be requested to deliver to site between the hours of 08.00 and 15.00 hrs.

This entrance will be gated and controlled by a gateman. The entrance will be used for both inbound and outbound visitors, staff, construction personnel and delivery vehicles of various sizes. Separate pedestrian access will be provided and clearly signed.

The gates will be kept shut and always locked when not in use. Gates will be set back from the adopted highway to prevent construction vehicles from overhanging onto the carriageway.

The Site Compound and contractors parking will be located inside the access gates as indicated on the plan below.

This layout has been developed in accordance with the swept path analysis commissioned for the site (shown below) to ensure delivery vehicles can safely access, deliver and leave the site. The swept path analysis has been undertaken for twin axle tipper trucks, concrete trucks, articulated vehicles.

Deliveries will be offloaded and materials stored in the areas noted as storage on the plan.





All Contractors Parking will always be on site. At no point will construction vehicles and construction staff be parked on the adopted highway. All loading and unloading will occur on-site and not on the adopted highway.

Traffic Management Plan

A full detailed Traffic Management Plan will be produced prior to the works commencing. This plan will be implemented, developed and updated on a regular basis in line with the changing construction sequences. The plan will contain details for all the deliveries, crane locations, vehicle/pedestrian routes, emergency vehicle and fire escape routes for works within the site boundary and to the external work areas. The signage on site will be installed in line with the above plan.

Construction related Vehicle types and Frequency

The types and frequency of vehicles will vary dependant on the programming and sequence of construction activities.

Peak frequency activities are likely to occur during import / export of excavated or fill material, or during mass concrete pour activities.

All other deliveries will be generally low frequency activities.

Types of vehicles will include:

- Twin axel tipper trucks: Removing / Importing excavated or fill material. Anticipated Max 15No trucks / day (peak)
- Concrete Delivery trucks: Delivering Ready mixed concrete. Anticipated Max 15No trucks / day (peak) with approx. 3 to 5 trucks per week generally.
- Flatbed rigid body trucks: General deliveries. Infrequent, Anticipated 1-2 No

trucks / day

- Articulated tractor units and flatbed trailers. Delivery of Plant, Steel, Cladding materials Infrequent, Anticipated Max 2-3No trucks / day.

There will be no reversing onto the adopted highway. Vehicles will always enter and exit the site in forward gear.

Suitable measures will be in place to prevent materials from entering the adopted highway. All construction vehicles will be subject to wheel washing. Wheel washing will be undertaken by Jet wash and operator located at the site entrance / exit.

Where required, Road sweeping facilities will be available and supplement the jet wash in the event materials are discharged into the highway.

All construction access points will be wide enough to accommodate two-way traffic flow.

Any lighting will be screened to prevent any glare to the adopted highway.

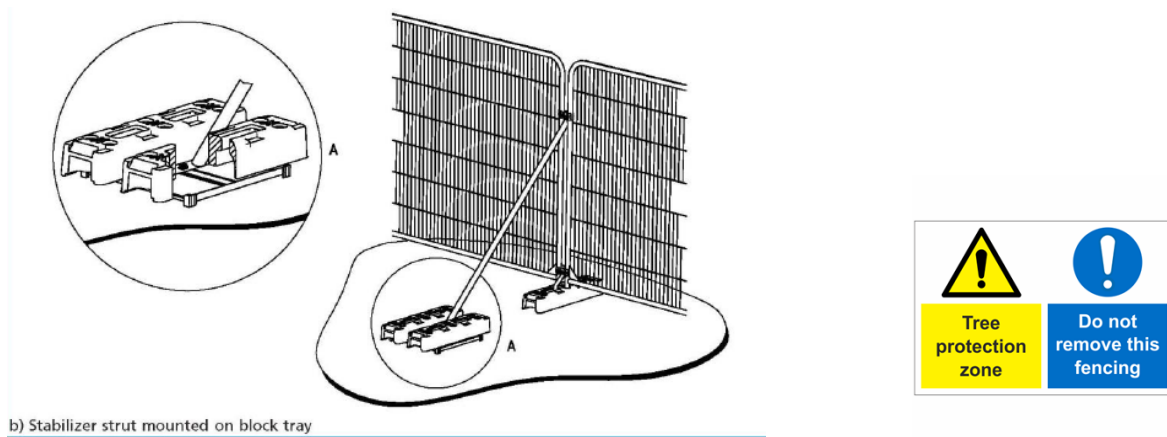
Tree Protection

Tree protection will be installed to the existing tree line along the south boundary, in accordance with the 'Arboriculture Survey, Impact Assessment and tree protection report' dated 29 July 2025 and as per the plan below,



The protection fencing will be installed following the tree removal and surgery works detailed in the above report. Construction / development works on site will not commence until the protection measures have been installed and confirmed by Knowsley Council.

The fencing will be installed using Heras style fencing and supported as indicated below with suitable signage indicating the protection zone,



We note that habitat surveys have previously been undertaken.

5.0 Noise and Vibration Control

It is appreciated that noise from construction works can be intrusive or disruptive to local businesses and for this reason our activities / deliveries will only be undertaken between the working hours noted above and in accordance with the approved planning conditions.

Environmental Monitoring Points around the site, in locations close to businesses will be established.

Noise levels will be measured/monitored regularly using a noise meter at the monitoring points and recorded within the site diary.

Mitigation measures will include the following:

Noisy operations will be eliminated where practicable.

Site plant for the purpose of the works will be fitted with effective exhaust silencers.

Machines/plant in intermittent use will be shut down in intervening periods between work.

Plant and vehicles will be started up sequentially rather than all together.

Plant will be well maintained and serviced regularly.

Wherever practicable tools of low noise emission will be used.

The above measures will be incorporated in the Method statements and risk assessments developed for the works.

At present we do **not** consider that vibration will be a significant issue due to the following:

The ground improvement techniques are to be traditional with no piling and the ground compaction will be by towed rollers and not by any means of dynamic compaction.

We are aware that where there are significant Heavy Goods Traffic present, vibration issues can be created, especially where road surfaces are in poor repair. The frequency of heavy goods vehicles entering and leaving the site will not be so excessive to create problems in this regard nor will be sufficiently close to existing neighbouring structures.

6.0 Dust Mitigation

Dust levels will be regularly monitored, visually, from the Environmental Monitoring points recorded in the site diary.

At present it is not anticipated that there will be surplus earthworks overburden to be carted off site, however in the event of any materials being taken off site then covered vehicles will be employed to minimise dust liberations. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles, and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of a tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowsters and vehicles will be restricted to determined routes on site.

Emissions from plant/vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced and as noted above machines/plant in intermittent use will be shut down in intervening periods between work.

With respect to Air Quality generally it will be a site rule that there shall be no burning of ANY materials on site and it will be ensured that this rule is implemented and complied with.

7.0 Information / Consultations / Neighbours

The principal contractor will register the project with the Considerate Constructors Scheme. This scheme sets and monitors the site against industry standards and helps



to integrate the site with its surroundings and adjoining neighbours as well as focusing on site appearance /safety / welfare / environmental and community issues.

Community consultation

A proactive approach will be taken to keeping site neighbours informed.

Prior to commencing on site, a letter drop will be completed for residents in the immediate vicinity. This will inform of the proposed works / dates and the company contact details. Site Contact details will also be issued and displayed around the site.

A monthly newsletter will also be issued locally to inform of the progress of the works along with notice of any planned upcoming disruptive operations.

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

8.0 Management Systems

It is intended that the principal contractor is an ISO 14001, ISO 9001 and OHSAS 18001 Accredited Contractor, all operations on site will be undertaken in accordance with these integrated systems and procedures.

9.0 Cleanliness of Existing Carriageways and Delivery Information

The principal contractor will monitor ground conditions and will endeavour to control traffic on site to traffic clean stone areas, however should there be a risk that site traffic could cause mud on neighbouring carriageways then wheel washing facilities will be put in place and where necessary road sweepers will be deployed. Deliveries will be so co-ordinated with suppliers to avoid peak periods and offloading restricted to site.

10.0 Recycling / Disposal of Waste from Demolition.

The works do involve demolition, and it is intended to re-use any generated materials in the form of concrete crushing or similar. This will be managed with dust and noise suppression.

There will be some waste materials. The principal contractor will dispose of Waste in skips which will be sent to sorting depots who segregate the waste for recycling.

11.0 Storage of Plant and Materials

Material Laydown areas (hardcore areas) will be put in place adjacent to each unit within the hoarded site boundaries (as noted on the previous logistics plan). Plant will be stored within the site compound.

12.0 Site Security

The site will be secured with perimeter fencing and the use of monitored CCTV cameras. This will be supplemented with manned guarding if required.

13.0 Waste management / Waste Minimisation and Pest Control

Caddick waste management goal is to avoid sending waste to landfill on all construction projects.

We work to adopt and implement standards for good practice in reducing waste, recycling more and increasing the use of recycled and recovered materials.

Prior to starting works on site, the project manager will design and implement a Site Waste Management Plan (SWMP) for the scheme, This will be developed and stored using the BRE Smart waste tool and this will outline methods of minimising construction waste produced.

As part of the site waste management plan, it enables us to look at ways of reducing/recycling waste on site before the project starts.

An example of this is detailed in the link below



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Through SMARTWaste site waste management plan, it enables us to look at ways of waste minimisation using recycling and reusing materials on site. for example, crushing concrete for hardcore.

All waste removal will be recorded in the SWMP using the BRE Smartwaste tool which will be presented in the monthly client meeting. Detailed recording and monitoring will ensure that any trends or patterns are recognised so that the appropriate action can be taken.

The following action will be taken to ensure that site waste has a minimal effect on the environment.

- Segregation of waste where possible i.e. Timber, Metal, Plastic, etc.
- All waste containers and skips will be clearly labelled with their content (i.e. Inert waste, Mixed C & D waste, hazardous waste etc.)
- Any waste that cannot be segregated on site will be placed in a mixed skip – our waste contractor will then segregate off-site.
- Our waste contractor provides us with a breakdown of all waste leaving the site.
- Skips will be located away from sensitive areas such as watercourses or drains.
- All skips and containers will be checked daily to ensure they are secure (i.e. the waste cannot blow away or be subject to theft/fly-tipping)
- The site inductions will advise all workers of the proper waste management procedures together with the requirement to work efficiently and minimize waste.
- Unused materials will be returned to the storage areas to prevent theft and damage.

- Storage areas will be established and positioned to prevent damage from vehicles or theft.
- Local building merchants will be used where possible to reduce transport.
- Negotiations will be undertaken with suppliers about packaging and re-stocking items if required.
- The site will be kept tidy to establish a positive culture within the workplace and encourage efficient work methods with minimal waste.

Pest Control

Caddick will employ a cleaning regime to ensure that the site and welfare areas are kept clean and all traces of food waste controlled and removed from site.

Caddick work closely with Rentokil, one of our supply chain partners. Should there be evidence of vermin on site we would employ them to attend site to identify the issues and to set up the required control systems / bait traps etc.

As part of the above welfare cabins will be fitted with vermin control mesh / screens to control access.

14.0 Monitor and Review

It will be the responsibility of the principal contractor to implement, monitor and review this CEMP. Review will take place if there are any significant changes / conditions / required further actions / complaint resolutions or as a minimum every 8 weeks. Any changes to the identified CEMP mitigation measures from either the regular review process or following receipt of a complaint will be forwarded to the Local Planning Authority within 24hrs of a change being agreed or implemented."