



# Construction Environmental Management Plan (CEMP)

For

## Lindley Moor Road, MACs Trucks

Prepared by **James Crowther** Planner – Date 20/04/2026  
Approved By **Luke Milner** Director – Date 20/04/2026

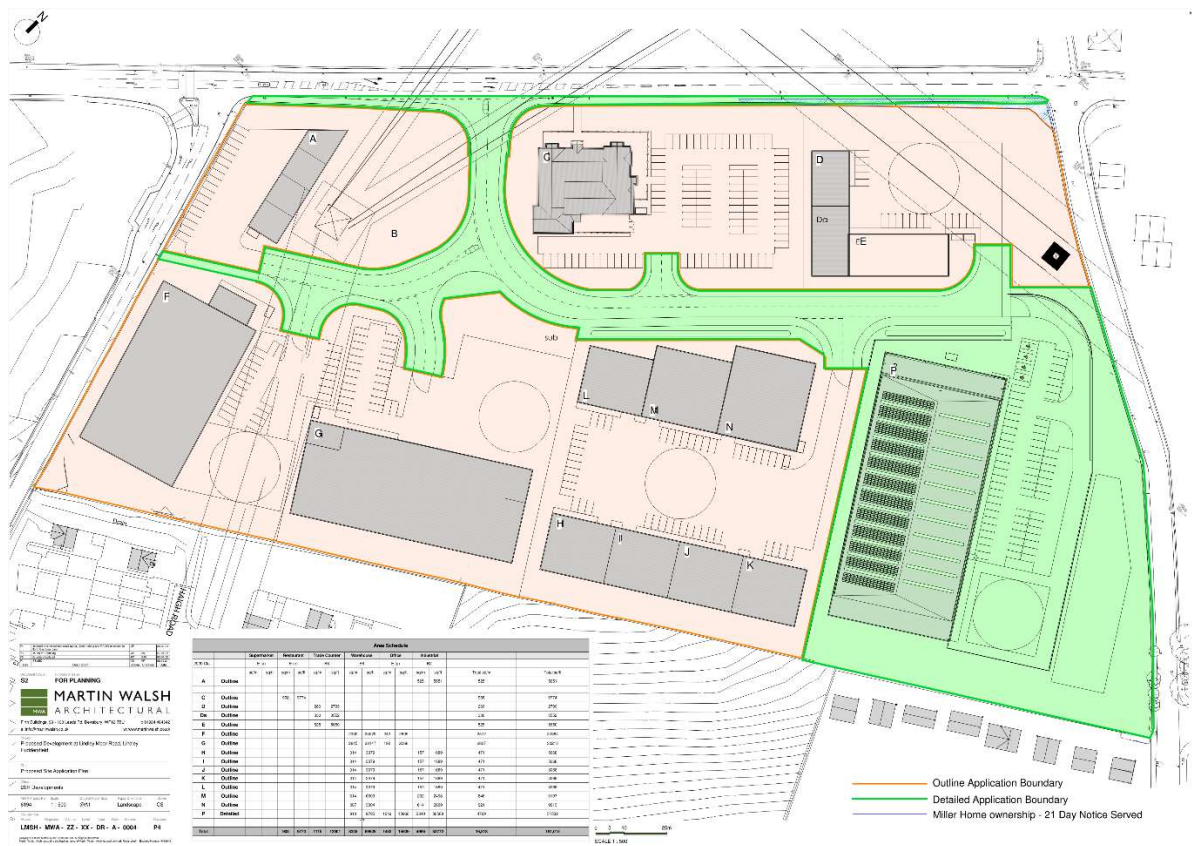
Revision Record			
Rev	Date	Revision Details	Revised By
0	20/04/2026	First Issue	N/A

**1. Development Phases**

As per the detailed planning permission, the first phase of the project will commence with main site wide earthworks, prioritising access and level formation from the Northern entrance road bell mouth, all the way down to Unit P. Hardstanding formation, drainage and utility/substation provision will subsequently be put in place for the access road and Unit P footprint to provide clean and safe surfacing for construction traffic throughout the project.

Working in line with the bell mouth and access road formation, the sightline reconfiguration of Lindley Moor Road at the Weatherhill Road junction will also be undertaken, initialising improved road visibility for general commuters early on in the project. Other initial works across the site perimeter include the site hoarding (and permanent fencing scope where applicable), then subsequently restoring the Northern dry stone wall to form additional part of the site boundary security. Acoustic screens along the southside of site will be introduced, as an early noise mitigator for neighbouring properties during the earthworks.

Implementation of the above early works scope will support a safe and efficient delivery of the remaining works of the project's lifecycle. Remaining work of the detailed planning permission phase follows through with the construction of Unit P complex, the car parking provision and localised soft landscaping.



## 2. Work Schedule

The opening phase of the Lindley Moor Road project is targeted to start in August 2026. The duration from site setup to completion of Unit P is projected to last around 52 weeks, including the site wide earthworks in order to form the basis of the entire project within the upfront dryer months of the year.

## 3. Working Hours

- Monday to Friday: 7:30am – 6:00pm
- Saturday: 8:00am – 1:00pm
- No work on Sundays or Bank Holidays

Deliveries: Monday–Friday (9:00am – 4:00pm), Saturday (9:00am – 12:00pm).

Avoiding deliveries during peak times is to ensure commuter traffic disruption is eased, promote more consistent and predictable deliveries onto site improving progress assurance, and shorter delivery durations for better fuel efficiency and carbon reduction.

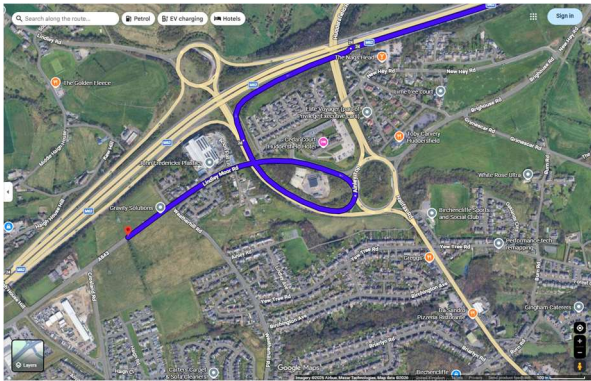
## 4. Construction Access Arrangements

All construction vehicles will enter and exit from a temporary access off Lindley Moor Road. The entrance will be clearly marked and monitored, and sufficient space between Lindley Moor Road turn off and vehicle entrance gates will be provided to prevent build-up of incoming deliveries.



### **5. Vehicle Sizes & Routes**

Large trucks (HGVs) up to 16.5m long will be used. Vehicles will use a set direct route from the M62, as the site is conveniently situated between junction 23 & 24. Beyond the motorway is a 2 mile (maximum) stretch on Lindley Moor Road to reach the site entrance. While all deliveries will be scheduled during off-peak hours to avoid traffic issues, it's important to note that no schools or emergency service complexes are situated on the routes off the M62 heading towards site.



M62 Westbound junction 24 Route



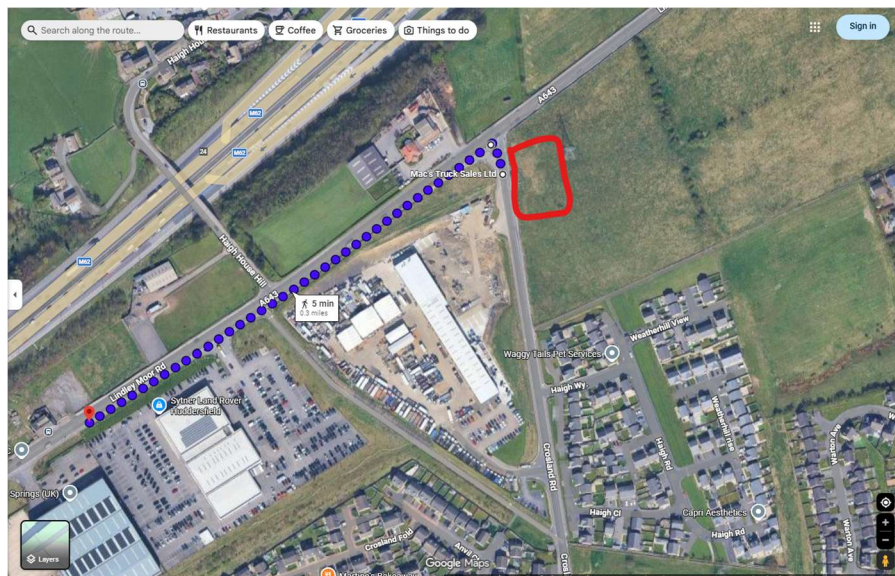
M62 Eastbound junction 23 Route

### **6. Vehicle Movements & Waiting Areas**

Around 10 large vehicle movements per day (up to 20 for peak construction output stages). No waiting will be allowed on neighbouring public roads, as vehicles will be directed to wait inside the site in a designated holding area, managed by staff as highlighted in the site logistics plan. There is no reversing permitted on site, provision will be made to enable vehicles to turn around facing forwards.

### **7. Parking for Construction Workers**

Provision will be made for on-site parking area for onsite workers, based within the West side of site by the cabin area, based away from the residential streets. Toolbox talks will be conducted to encourage car sharing, and the use of public transport highlighting the convenience of bus stops only 5 minute walk away from the site cabin area.



## **8. Loading, Unloading & Storage of Equipment & Materials**

All plant and materials will be loaded and unloaded within the site boundary, away from public roads.

Storage areas will be set up within the site, and materials will be kept safe and secure. The encouragement of "just in time" deliveries to the point of use will be implemented to minimise waste through damage whilst stored on site.

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## **9. Signage**

Appropriate safety/warning signage will be placed to warn and direct persons accessing or passing the site of the dedicated site entrance. Road signage will be implemented from the nearby roundabouts from M62 turn offs to clearly notify direction and distance to site, road signage will also be placed in advance of the entrance to ensure delivery vehicles are directed to this primary construction entrance.

## **10. Lighting**

Only the necessary lighting will be used. It will be low-level and purposely directed inward within the site boundary to reduce disturbance to neighbours and traffic. The only lighting required out of working hours will be in use within the site access road bell mouth and cabin/car park area, both of which are situated away from housing properties South and East of site. Site lighting to be set via timer so that no nuisance is caused after site working hours.

## **11. Drainage During Construction**

Temporary drainage systems such as gully filters will be incorporated to prevent sediments from water run off entering into the drainage within the site boundary. We are aware of the locations of all existing drains and sewers in and around site and where they lead. When connecting a discharge to a drain or sewer we always check we are connecting to the correct system.



Consideration will be given to colour coding the drainage grills and manhole covers on site to help identify where any discharge or spillage will end up. Surface water drains should be coloured blue, foul drains should be coloured red. If settlement tanks are required, the size will need to be designed and the positioning considered.

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## **12. Keeping Roads Clean**

A wheel-washing station will be set up at the exit point of site, and vehicles will only be permitted to leave after wheels have been sufficiently jetwashed. All run off will be caught via heavy duty ACO drain or pumpable gravel land drain system. Early surfacing of the access road will greatly reduce occurrence of vehicles travelling over mud and debris based surfaces. Daily inspections and cleaning will be done if when necessary.

## **13. Street Sweeping**

A daily water-assisted road sweeper will be implemented to keep all roadways on and adjacent to the site clear of mud and debris as required.

## **14. Dust Control**

Dust levels will be monitored, and controlled as per measures below:

1. Stockpiles located out of the wind, or provided with wind breaks to minimise dust generation.
2. Stockpiles kept to minimum practicable height with moderate slopes.
3. Stockpile surfaces to be compacted and binded.
4. Storage time of materials on site to be minimised.
5. Materials stored away from the site boundary and downwind of sensitive areas.
6. All dust generating material transported to and from site via covered wagons.
7. Minimised height of fall of all materials.
8. Damp down materials where necessary.

## **15. Managing Construction Waste**

Waste will be sorted on-site and segregated wherever possible, endeavouring to reuse and recycle as a priority. A waste management plan will be followed, and incorporate the below:

1. Set up of a material reuse area.
2. Avoidance of over order materials.
3. Segregated skips to achieve better recycling rate.
4. Return materials, pallets and packaging back for reuse.

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## **16. Noise & Vibration**

Quiet machinery will be used wherever possible, only during agreed hours will noisy work occur if unavoidable in proximity to the public. While piling operations form no part of the current works scope, the following measures will be undertaken:

- Vibration monitoring is required for earthworks operations. A specialist consultancy will be appointed to install and monitor levels of vibration from heavy construction work with agreed action levels. Real time monitoring will be in place to allow works to be halted if threshold levels are exceeded.
- Baseline noise levels to be taken and recorded prior to works commencing.
- Selection and method for compacting subbase will be reviewed and dead rolling in preferred in lieu of vibrating rollers.
- Should out of hours operations be required, a section 61 notice is to be submitted.

- Noise monitoring to be undertaken during power floating or any other activity where out of hours working is unavoidable.
- Works only to be undertaken during permitted hours defined in planning conditions.
- Tasks to be reviewed in planning stage and methods such as baffles or acoustic screens to be employed to reduce noise.
- All noise generating equipment shall be sited as far as is practical away from site boundaries, where practical.

### **17. Security & Lighting**

We will ensure artificial lighting is appropriately positioned by ensuring any floodlights are angled downwards, and the lighting design for the construction site will not shine directly into adjacent properties.

All lighting, except emergency egress lighting will be controlled with timers to ensure that the flood lighting is turned off when not required after site hours, except for localised areas to provide safe access by security personnel. Fencing, CCTV, and guards will keep the site secure.

### **18. Contacts for the Public**

Project/Site Manager: Stuart Haigh – 07802 207602  
Resident Liaison Officer/Site Manager: Rob Sheldon – 07752 902612  
These people will answer questions and deal with any concerns raised.

### **19. Keeping the Community Informed**

MORE recognise the importance of maintaining adequate relationships with the local community through communication and engagement, so local residents will be informed before work commencement. Regular updates will be shared through letters and email. We will maintain regular communication with the client so they can communicate with adjacent properties affected to ensure that they are kept well informed of construction works which may affect their amenity.

We will provide an external site noticeboard to portray information to a wider audience. This will include details of emergency contacts. This contact board outside the site will identify key personnel (with contact addresses and telephone numbers), so that persons passing the sites know who to contact in the event of a concern or query.

### **20. Working with Nearby Developers**

In the event of any neighbouring projects occurring during our ongoing works, engagement will be made in first instance of start up on either side. Regular meetings will be held, and plans will be made to reduce combined impacts (like traffic or noise).

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#### Final Note

All construction must follow this plan exactly. Any changes must be approved by the Local Planning Authority.