



CONSTRUCTION ENVIRONMENTAL MANAGEMENT, METHOD
STATEMENT PLAN & CONSTRUCTION TRAFFIC MANAGEMENT PLAN

FOR

JD SPORTS, CAMPUS HUB PHASE 2, PAVILLION BUILDING, BURY.



Report Title:

JD Sports, Bury. Construction Environmental Management Plan,
Method Statement & Construction Traffic Management Plan

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Principal Contractor:

TBA

Employers Agent & Project Manager

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Regulatory Authority

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Local Authority

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2.0 Introduction

JD Group are developing the site at Hollins Brook Way in Bury. The site is located on the rural- urban fringe of Bury about 2.5km North West of the site. The site is adjacent to the Pilsworth Industrial Estate and Hollins Vale Local Nature Reserve.

3.0 Site Location and Description

The site address is:

JD Sports Fashion Plc Edinburgh House Hollins Brook Way Bury
BL9 8RR.

The site is located within the Metropolitan Borough of Bury and is located off Pilsworth Road on the outskirts of Bury adjacent to the Pilsworth Industrial Estate. The works involve the construction of:

- A new pavilion building
- Sports pitches
- Associated car parking and services installations.

The scheme comprises the design and construction of a new pavilion building facility. The building is circa 15,000sq. ft spread over single storeys and incorporates a restaurant, café and gym.

Externally there are leisure and sports areas, car parking and associated landscaping. The building itself consists of single block monopitch steel frame, with insulated metal clad facades and curtain walling.

4.0 Background

This Construction Environmental Management Plan is prepared in order to satisfy typical planning obligations for this site:

“No development shall commence unless and until a detailed Construction Environment Management Plan, including measures to protect the Local Nature Reserve from dust, debris, run-off and pollution, have been submitted to and approved by the Local Planning Authority. The approved measures only shall be implemented prior to the commencement of development and retained throughout the construction period.”

5.0 Hours of Work

Mon-Fri: 08:00 to 18:00

Sat: 09:00 to 14:00

Please note that regrettably it will be necessary to carry out some concrete slab finishing works outside of these hours. “Power floating” is unfortunately unavoidable as once concrete placement starts, the equipment will need to periodically smooth and compact the concrete as it cures. It is anticipated that each of the slabs will be split into separate pours. The climatic conditions on the day of the pour will dictate the completion time of the finishing. Typically, we would anticipate finishing around 12:30am. In advance of these pours we will carry out a letter drop to local residents and provide contact details should any of them wish to discuss these activities.

4.0 Site Logistics, Access Routes and Material Storage

The site will be fully secured at all times. The boundary to the site will be secured by a 2m (min) high hoarding and will make use of the existing fences to the South and West of the site. Please see the enclosed Site Layout Plan.

Access on to the site will be Pilsworth Road and then onto Hollins Brook Way. Deliveries will be restricted to avoid peak times with JD Sport personnel arriving on site. A delivery booking system will be in operation to manage traffic for the construction site.

No site access is permitted through Aviation Road unless for Emergency Vehicles. Clear signage will be displayed to ensure all those working on the site are aware.

Contractors' accommodation and welfare facilities will be located within the hoarded area (see The Site Layout Plan) as too will adequate designated contractors parking.

The primary materials storage area is denoted on the attached Site Layout Plan.

5.0 Construction Traffic Management Plan

5.1 Traffic Management

All construction traffic will utilize the public highway infrastructure in place and use the recommended route to site. All site personnel, visitors and delivery companies will be advised to use this route. There will be a requirement for deliveries and materials to be stored within the secure site area throughout the course of the project.

There will also be the need for the removal of materials and waste from the site area, this will be managed in a “just in time” basis as to minimise disruption to neighbouring road networks. We shall schedule deliveries to the site, and waste removals from site when both vehicle and pedestrian activity is at a minimum and will give JD Sports PLC the appropriate notice. During all periods that deliveries are being transported to our compound area/storage building on site work operations may be affected, with this in mind we shall appoint a banksman to control site traffic and pedestrians wherever deemed required. Whenever site operatives are in close proximity to any delivery activities the operation will stop until they have safely passed. During unloading/loading activities to the site area all vehicles audible, and visual devices will be used i.e. reversing alarm and flashing beacon; and high visibility clothing worn at all times.

No loads will be held or transferred over a non-designated zone. All deliveries will be managed and offloaded in such a manner that the need for operatives or drivers to access the vehicle on top of the load will be removed. Where reversing operations are required, vehicles will be restricted from such operation unless managed by a banksman.

The works are adjacent JD group existing offices and must share access down Hollins Brook Way. All personnel will be advised of the site traffic arrangements on induction and must comply. Failure to do so will result in removal from site.

5.2 Access Route

Access route for construction traffic/heavy goods vehicles/delivery vehicles from the highway network will be restricted to a route from Pilsworth Road/Junction 3 of the M66.

Access points for construction traffic from Pilsworth Road will exclude the use of Aviation Road and the adjacent Public Right of Way (ie the bridleway No. 79, Bury)

Use of Aviation Road will be limited to JD Group operational traffic only during the construction period, to afford effective and safe separation between the JD Campus and ongoing construction traffic on Hollins Brook Way.

5.3 Vehicle Movements

The hours of operation are as detailed in Section 5.0 of this plan

It is anticipated that there will be approximately 75-100 persons working on the site during the peak of construction. Where practicable "car sharing" will be encouraged.

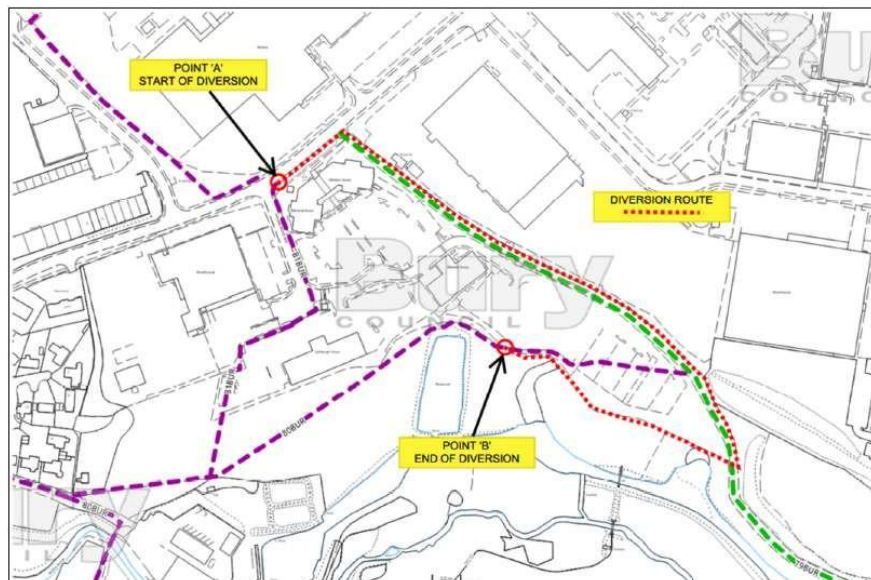
It is anticipated that during peak construction there will be approximately 15 deliveries per day. Delivery vehicles will access the site utilising the temporary site gates as shown on the site layout plan. Delivery vehicles will generally turn and manoeuvre within the site area.

Please see Section 5.1 for further measures in relation to the control and management of delivery vehicle movements.

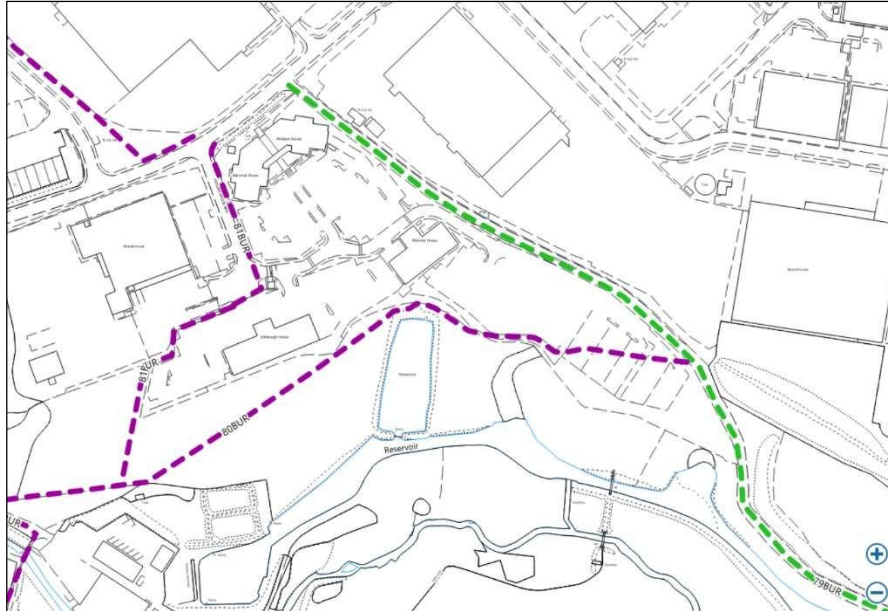
Please see section 11.0 for further details and measures that will be adopted to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways.

5.4 Maintaining the Public Rights of Way

During the work required to enhance the public right of way a temporary alternative pedestrian route will be created as shown on the extract below. (Public Right of Way No. 81).



No works are planned that will disrupt the use of Public Right of Way No. 79, Bury. For clarity a map of this Bridleway is shown below (Green line).



5.5 Signage

The site hoarding will be fixed with warning signs stating “Construction Site Keep Out” as well as construction traffic warning signage.

5.6 Parking

Vehicle parking will be as shown on the enclosed Site Layout Plan. This plan also shows the site hoarding and gate positions. Once the car parks are complete these shall be used as the primary areas of parking for construction operatives.

6.0 Acoustic Mitigation Measures and Noise Control

We appreciate that noise from construction works can be intrusive or disruptive and for this reason our activities/deliveries will only be undertaken between the working hours noted above.

Mitigation measures will include the following.

- noisy works will be eliminated where practicable and use of alternative measures adopted where possible.
- Initially a self contained welfare unit will be utilised prior to the main cabin set up arriving. For the main cabin set up the intention is to utilise a hybrid generator complete with a battery pack. This will avoid out of hours noise.
- 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.

The above measures will be incorporated in the Method statements and risk assessments developed for the works in conjunction with all third party suppliers.

7.0 Pollution Prevention and Dust Mitigation

General and construction waste will be collected using segregated skips located in a dedicated skip area within the plant & material storage area.

A dedicated refuelling area will be put in place adjacent within the plant & materials storage area. Fuel bowzers will be placed on drip trays and “plant nappies” will be used for refuelling.

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

Should there be a requirement to take surplus earthworks overburden 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 at tool extraction.

In the case of adverse weather conditions (Hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowlers 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 we will ensure that this rule is implemented and complied with.

As with all of our projects we will monitor CO2 levels via our commitment to the ConstructCo2 initiative. Data will be collected from our supply chain and from records of our own vehicle movements and site-based activities.

8.0 Ecological Mitigation

Vegetation clearance will be required to permit development. The removal of trees and vegetation will take place outside nesting season. The site is in close proximity to the Hollin Vale Local Nature Reserve. Any vegetation clearance will also take into consideration the presence of hibernating species such as hedgehogs.

Tree protection fencing will be installed to BS5837: 2012. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for rhododendron, monbretia and Cotoneaster will be prepared. Any INNS will be removed and bagged to prevent spread. The waste will be disposed of to an approved waste facility permitted to accept the waste.

9.0 Information / Consultations / Neighbours

The site will be registered 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.

A proactive approach will be taken to keeping site neighbours informed. A letter drop will be completed for businesses in the immediate vicinity. Site Contact details will be issued and displayed around the site.

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.

10.0 Management Systems

The appointed main contractor will be appropriately certified with protocols being implemented on site to align with ISO 14001, ISO 9001 and OHSAS 18001. All operations on site will be undertaken in accordance with integrated systems and procedures.

11.0 Cleanliness of Existing Carriageways and Delivery Information

The main contractor will monitor ground conditions and will endeavour to control traffic on site to traffic clean stone areas and early surfacing of the access road, 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.

12.0 Demolition

No demolition works are required as part of this phase of works, as these works have been carried out previously to ready the site for redevelopment.

13.0 Method Statement & Programme

Works will commence with earth works/ground stabilisation and installation of the piling mat. The construction will commence with erection of the frame. Roof, cladding and envelope works will then proceed.

New drainage & service ducts will be installed as the above works progress. Upon completion of the floors, the internal fit out & M&E services will be installed. The construction of the ancillary structures and cycle stores will commence followed by the completion of the remaining external works. This include the installation of the sports pitches, completion of the fencing, roads, footpaths & car parking facilities.

The works are currently due to commence in April 2026. The works are anticipated to take approximately 36 weeks.

Appendix 1

Site Logistics Plans