

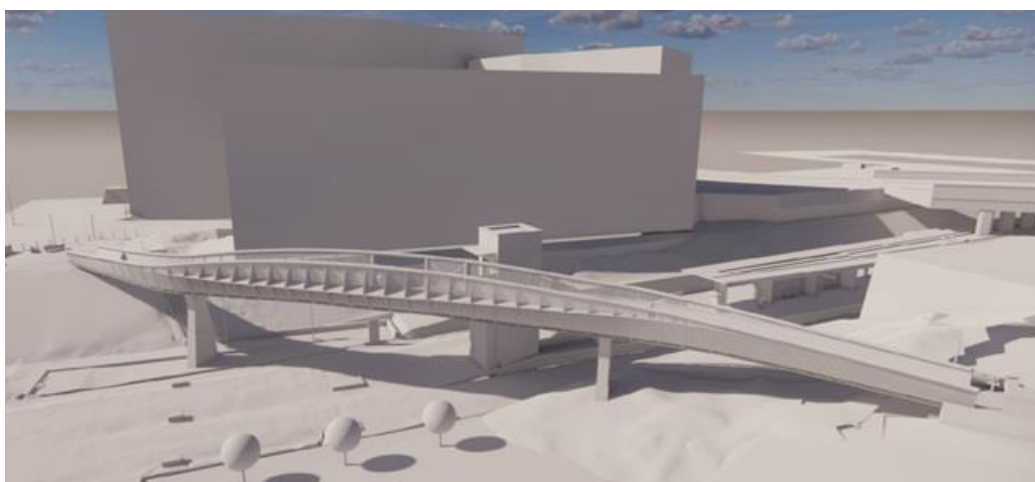
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Bury Interchange

The Tram Stop

Construction Environmental Management Plan (CEMP)



Prepared By

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10th March 2025

1. Introduction

- 1.1 Overview
- 1.2 Project Overview

2. Programme & Structure

- 2.1 Programme
- 2.2 Team Structure
- 2.3 Management Meeting Overview
- 2.4 Weekly Inspection
- 2.5 Environmental Observations and Incidents
- 2.6 Enforcement Authority Visits
- 2.7 Comments, Compliments & Complaints
- 2.8 Environmental Site Visits and Audits

3. Site Logistics

- 3.1 Site Access and Security
- 3.2 Traffic Management
- 3.3 Accommodation and Welfare Arrangements
- 3.4 Project Operating Hours
- 3.5 Logistic Plans

4 Environmental

- 4.1 Ecology
 - 4.1.1 Invasive Species
 - 4.1.2 Arboricultural
 - 4.1.3 Protected Species
 - 4.1.3.1 Bird
 - 4.1.3.2 Amphibians
 - 4.1.3.3 Bats
 - 4.1.3.4 Badgers
- 4.2 Construction Impacts
 - 4.2.1 Air Quality
 - 4.2.2 Waste Management
 - 4.2.3 Drainage
 - 4.2.4 Noise
 - 4.2.5 Vibration
 - 4.2.6 Dust
 - 4.2.7 Emergency Procedure
 - 4.2.8 Implementation, monitoring and corrective action

1.0 Introduction

1.1 Overview

The Construction Environmental Management Plan (CEMP) has been developed for the Bury Interchange, Tram Stop Project and will be subject to further development in response to changing strategy, constraints, methodologies, and variations.

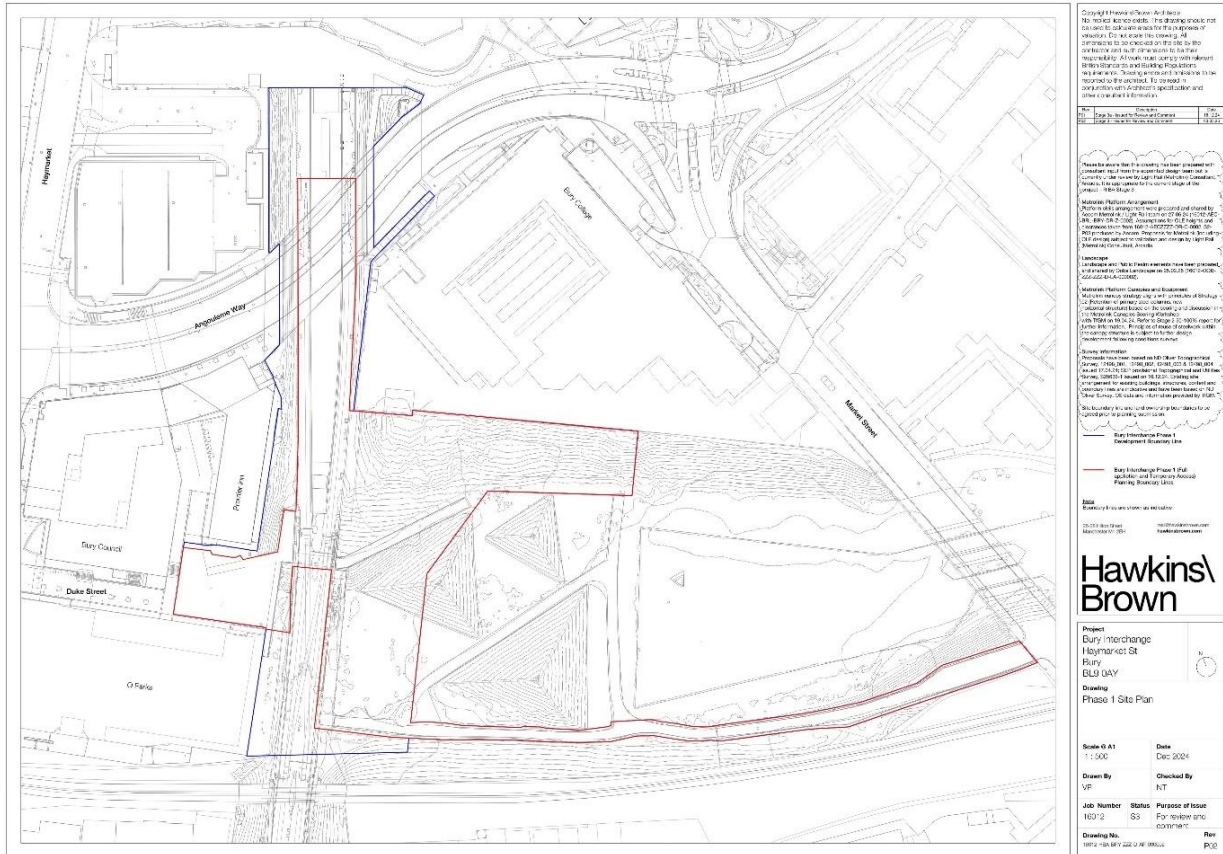
The CEMP sets out the methods and procedures that will be adopted with consideration to minimise the impact of the development on the local community, residents, businesses, the public and environment. It will address the potential environmental impact of the construction and the methods to mitigate the specific environmental disturbances such as noise, vibration, dust and impact on ecology.

1.2 Project Overview

Willmott Dixon Construction has been appointed by TFGM to design and construct the redevelopment of the existing Bury Interchange within Bury town centre, creating a new Bus and Metrolink Tram Transport Interchange, ancillary infrastructure, including improved Metrolink access and Platform works over a series of phases.

Phase 1 'The Tram Stop' is the enabler of the overall redevelopment of the existing Interchange. It consists of the installation of a new pedestrian footbridge with associated landscaping situated at the Southern end of the platforms, spanning between the adjacent Union Square and Pyramid Park, providing passenger access and egress to the Metrolink platform to maintain the ongoing, live operation of the services during the subsequent Phase 2 rebuilding of the Northern situated Interchange building.

The Tram Stop works also include platform refurbishment and upgrade works including forming new canopies and diverting and providing new MEP, Security, Comms and Ticketing facilities. This allows the Southern end of the Metrolink platforms, which is accessed from the new bridge, can remain in live operation during the subsequent Phase 2 rebuild of the Interchange building which shall be a separate, subsequent appointment.



Bury Interchange, Phase 1, The Tram Stop – Location Plan

2.0 Programme & Team Structure

2.1 Programme

The works on site are split over two main sections, the bridge installation and the canopy works on the platform.

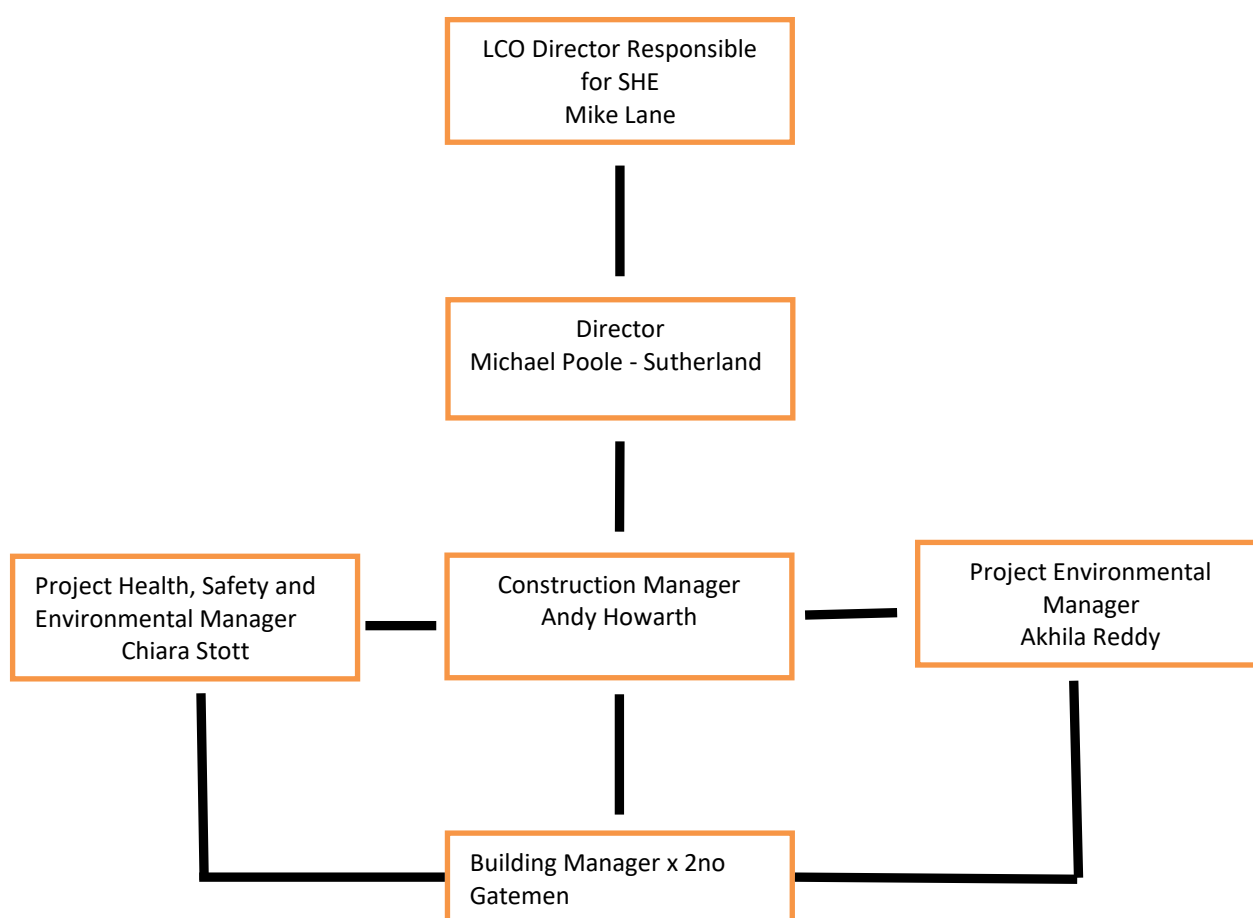
The construction period will be approximately 42 weeks with further design required to confirm precise period.

Planned commencement dates are highlighted in the table below. There are many other critical activities but the items below are the dominant activities critical to the completion of the project.

<i>KEY MILESTONE DATES</i>	
Start on Site (estimated)	16/10/2025
Phase 1a – Site set-up	16/10/2025
Phase 1b – Bridge Installation	30/10/2025
Phase 1c – Canopy works	05/01/2026
Project Completion (To be confirmed)	18/08/26

2.2 Team Structure

The project team will be structured from the outset and the team members will be carefully selected to give the project the best prospects for success. The composition of the project team may change thought the duration of the project, but the initial structure will be as shown below:



2.3 Management Meeting Overview

To ensure that the project is kept on programme and budget, Willmott Dixon Construction has set out procedures that require the following: Weekly contractor consultation team meetings will be held on site with all of the site team.

The meetings will look at, but not limited to:

Site Health & Safety

Contractor performance

Short term programming

Staffing/manning levels

These meetings will be followed by a monthly internal Contract Review Meeting (CRM). This will be held on site with all the Willmott Dixon team.

2.4 Weekly Inspections

The project team will complete weekly inspections of plant, site perimeter and safety equipment on the company's systems, using the checklists to ensure all operational risk controls are maintained. Alternatively if any observations are made these will be resolved and all corrective actions taken will be recorded with images before and after to aid training and development. The findings will be shared with the supply chain and site team in the daily briefings.

2.5 Environmental Observations And Incidents

Any environmental observations and incidents, such as spillages, adverse effects on wildlife or significant dust emissions, will be recorded within 24 hours of occurrence by the site team. The actions taken on the observation or discovery of potential impact or following an incident will also be recorded. Our response to any spills will be to STOP – CONTAIN – NOTIFY – CLEAN-UP. Any of these incidents will be recorded to aid improvement.

2.6 Enforcement Authority Visits

Environmental visits from enforcement authorities (e.g. Environment Agency or Local Authority) will be recorded, along with corresponding actions and actions raised from the visit will be closed out as soon as possible.

Any communications from regulatory bodies regarding complaints about the site or possible enforcement action will be shared with the local Environment Manager, who can then offer support and guidance as needed.

2.7 Comments, Compliments & Complaints

All communication with neighbours or the general public will be recorded, whether positive or negative, and any corresponding actions closed out as soon as practicable. This may include complaints, comments, compliments and regular letter drops.

We feel it is essential that positive management action is demonstrated, with continued improvement and learning from each event, as assurance and mitigation of regulatory intervention. The information recorded is an important tool to manage the site's relationship with the local community.

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2.8 Environmental Site Visits and Audits

To ensure our standards maintain high all our project receive regular audits and site inspection by our Environmental Manager. This along with the weekly environmental inspections completed on site ensure potential issues are kept to a minimum. Any findings for these are logged and resolved and training provided where applicable.

3.0 Site Logistics

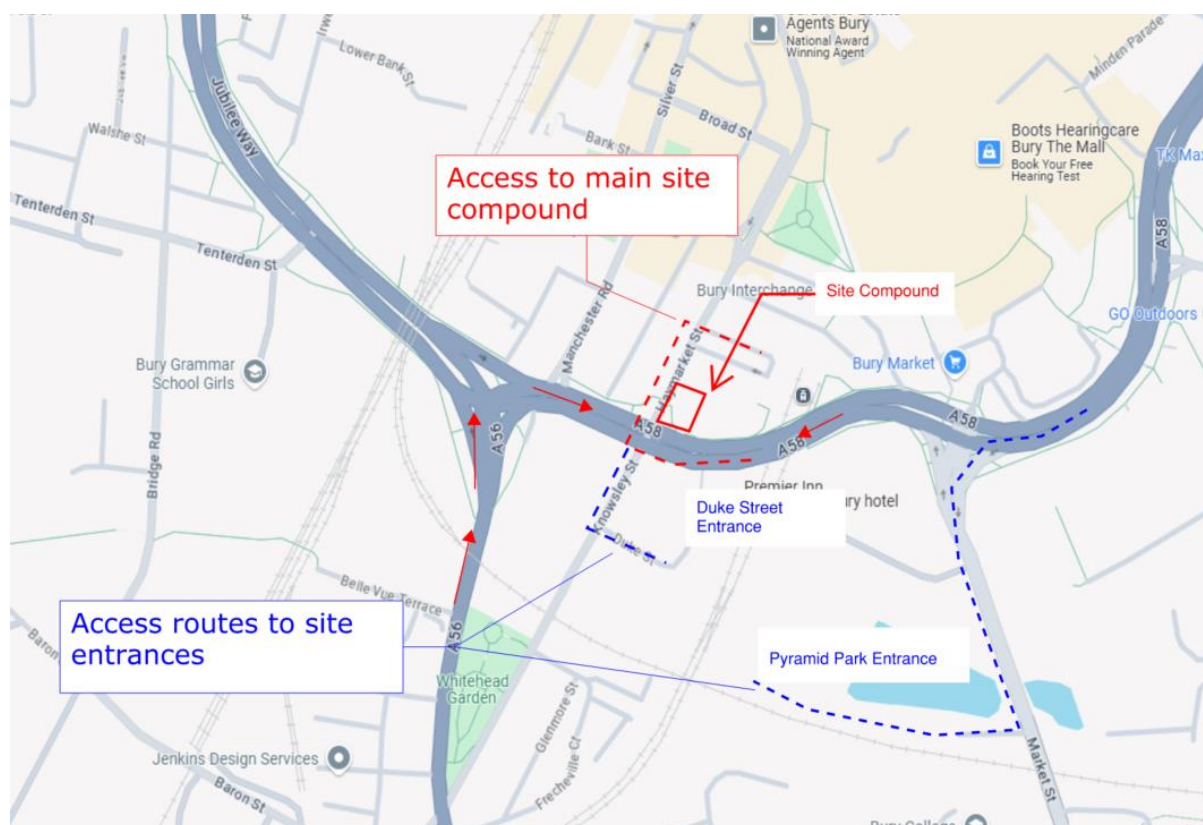
3.1 Site Access and Security

The planned access route to the main site compound will be through Haymarket Street which leads to the A58 and onto the main motorway network.

Access to the Duke Street entrance will be across the a A58 to Knowsley Street and then onto Duke Street. While access to the Pyramid Park entrance will initially be through the existing access road which connects to Market Steet just off the previously A58 junction.

The site perimeter will be secured with solid hoarding, vehicle gates and secure pedestrian turnstiles. Out of hours site security will be provided through temporary CCTV cameras. All access points to the site will be gated.

Site access will be monitored through an automatic turnstile, facial recognition system which will record activity and personnel on site at all times.



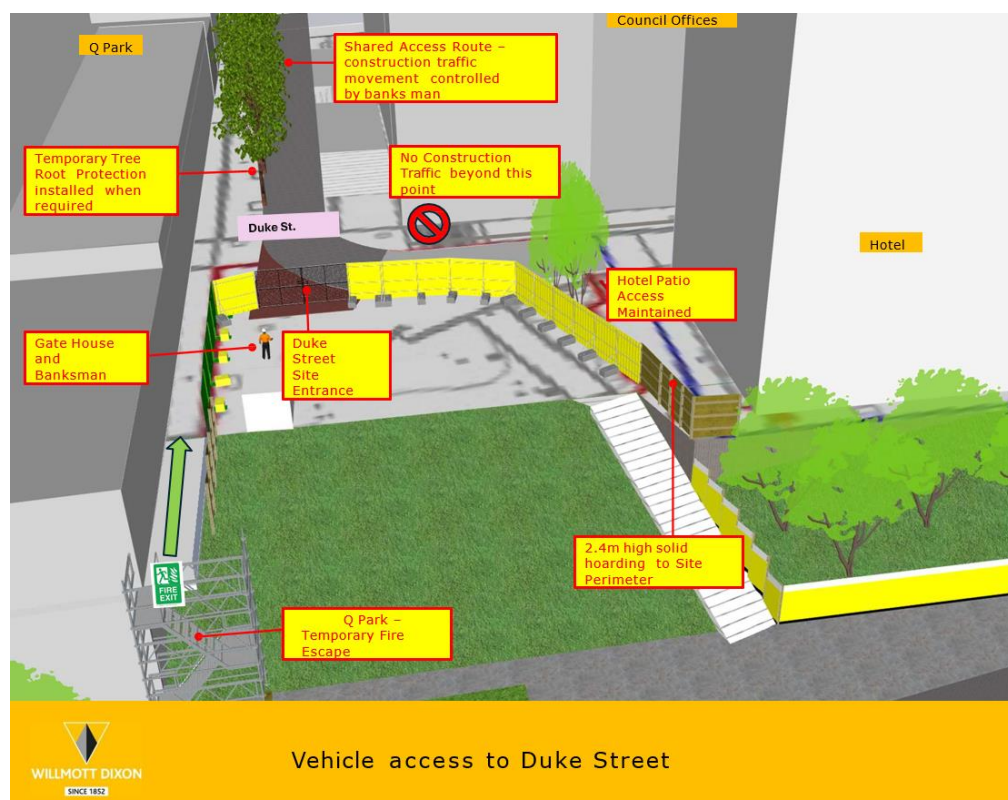
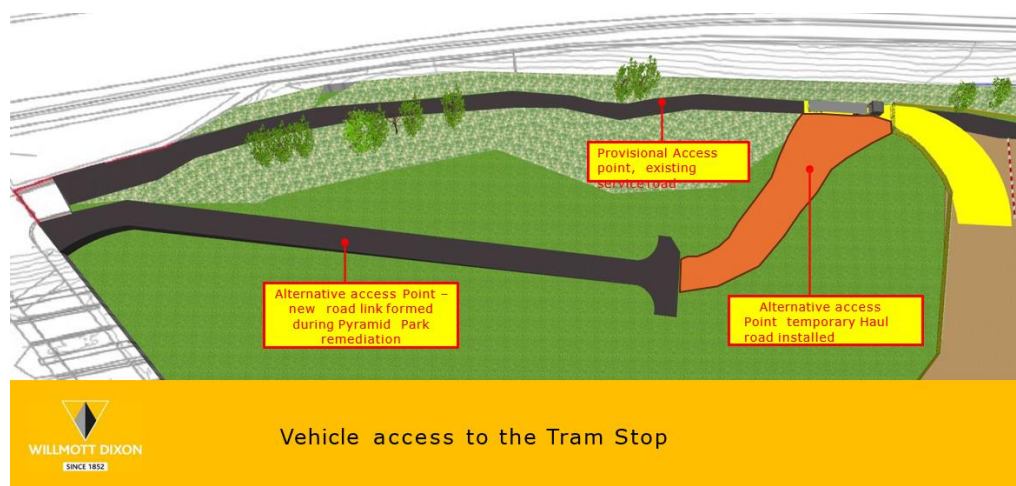
3.2 Traffic Management

A full-time banksman will manage vehicle movements through the access gates at Duke Street and from the access road at Pyramid Park Lane during site working hours.

Where possible all construction traffic will access site to unload materials, with a turning area provided to minimise the need to reverse out on to the roads.

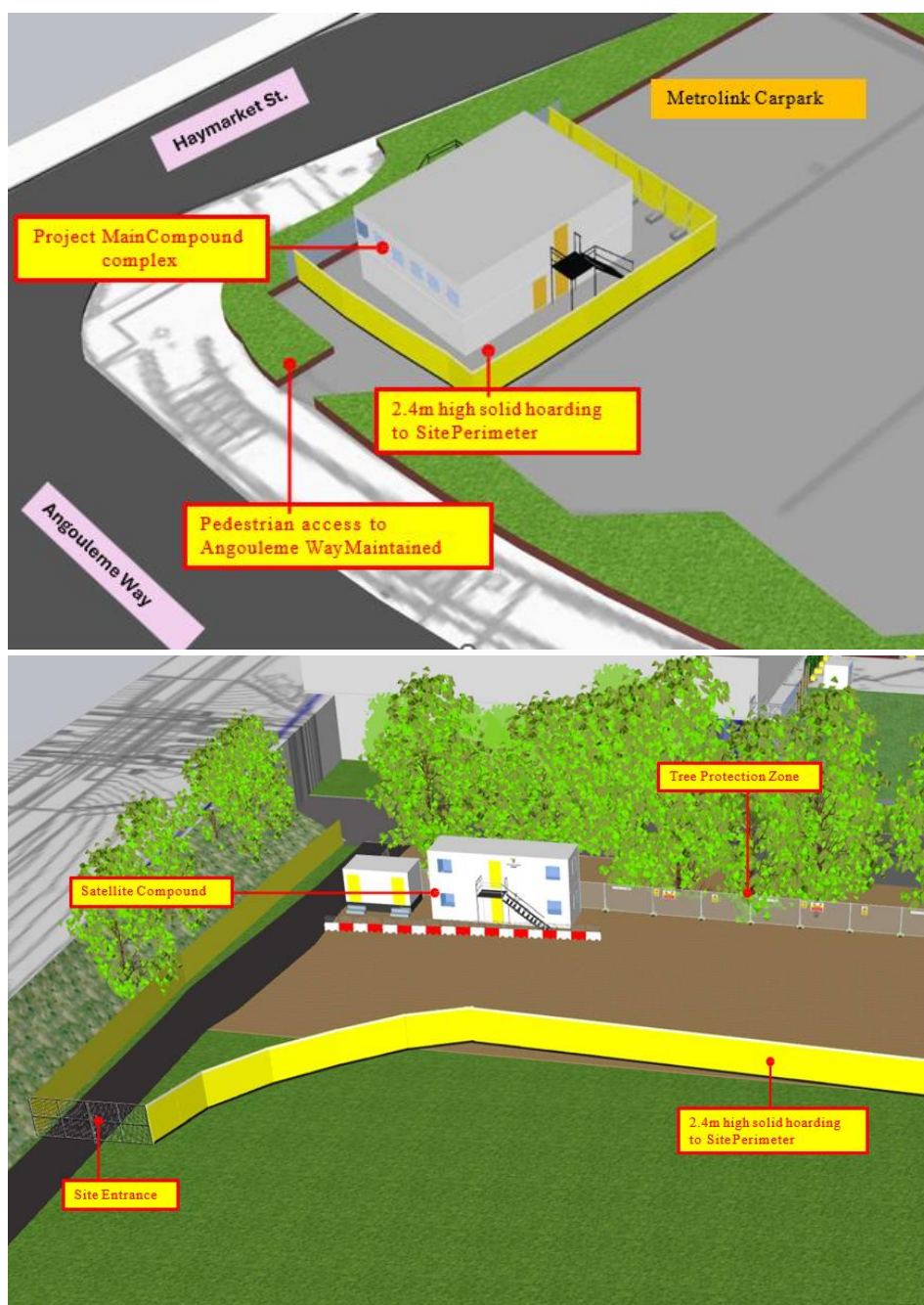
A traffic management plan will be issued out to all parties including suppliers and will be updated as the project progresses.

Vehicle and pedestrian routes will have clear signage and be segregated.



3.3 Accommodation and Welfare Arrangements

The location of site doesn't permit the main compound to be positioned within the works area so in order to ensure most personnel, stay on site between the periods of their arrival and departure at the end of the working day, thereby minimising the impact of pedestrian traffic movement on and off the site, satisfactory site accommodation and welfare facilities will be provided on site this will consist of a satellite compound incorporating canteen and toilet facilities. The main compound will be located on the existing Metrolink carpark this will include the provision of main contractor offices, toilets, drying room, canteen and supply chain offices.



3.4 Project Operating Hours

The construction site will operate between:

- *Monday – Friday 7:30 – 17.00*
- *Saturday 08:00 – 13:00 – where required*
- *Nights 01:00 – 05:00 where Metrolink closure is required for specific works.*
- *Other Metrolink closures such as weekend closure to lift bridge into position this would require 24 hour working.*

3.5 Logistic Plans



4 Environmental Management

4.2 Ecology

Willmott Dixon have employed TEP to provide ecological assistance with regards to surveys and ecology monitoring. These include an invasive species management plan, arboricultural assessment, and protected species surveys. If required TEP will have a watching brief during the works to ensure all works are undertaken in line with the ecology method statements. A Precautionary Working Method Statement will be completed in commencement of any works on site and approved by all relevant parties.

4.2.1 Invasive Species

No invasive species were found across site when the survey was completed although it is noted that the survey was completed out of season so this will need to be monitored. There is an advisory note that Japanese Knotweed was present on Pyramid Park although not near the site itself. This will be monitored throughout the project works. The report also identifies Cotoneaster on Union Square near the Duke Street entrance and around the Metrolink track so care will be taken to ensure this is not impacted or spread and further instruction will be taken from the Ecological Clerk of Works as required.

4.2.2 Arboricultural

An arboricultural impact assessment has been completed for the project. The assessment identifies the areas of site clearance required to enable the construction works and highlights an area of site which is a protected tree zone. Any on site removal works will be completed in line with the Precautionary Working Method Statement and if required an Ecological CoW will be on site. Fencing will be installed around the protected tree zone to prevent potential risk of damage during the works, the site induction will cover the presence of the tree protection zone and fencing to ensure their importance is understood.

4.2.3 Protected Species

4.2.3.1 Birds

It is intended that vegetation clearance will take place outside the bird nesting season in December and January. If there is any doubt an ecologist will be asked to survey the tree/vegetation prior to removal. If vegetation clearance cannot be completed outside the nesting season an ecologist will undertake a survey of the area 24 hours before any works commence. If any nesting activity is found, works will stop until nesting activity is complete.

4.2.3.2 Amphibians

While there are no habitats, in the form of standing water, within the site or within 500m of the site that offer potential for breeding amphibians there is a flooded area of marshy grassland to the east of the site within Pyramid Park that has some suitability for foraging and commuting amphibians. Consideration regarding protected species such as the Great Crested Newt will also be given during vegetation clearance works. It will be arranged for an Ecological Clerk of works (ECoW) to supervise the removal of any vegetation on site. Scrub areas, woodland and grassland will undergo a staged strip in order for the ECoW to

conduct a fingertip search of the ground for potential amphibians. Once the ECoW is satisfied that none are present, a full vegetation strip of the searched area will be carried out. Where trees are to be removed, the root balls will also be searched for any hibernating amphibians. Any amphibians found will be relocated to a safe area within the Pyramid Park site. In the highly unlikely event that a Great Crested Newt (GCN) is found during SI works, works will cease immediately, and an ecologist consulted.

4.2.3.3 Bats

No trees or structures present on site were found to have suitability for roosting bats. However, the grassland, scrub and woodland offer some foraging and commuting opportunities for bats so consideration will be given to these during the works and further surveys completed if required.

4.2.3.4 Badgers

During the survey, no signs or setts were recorded on site. However, the dense scrub in the north of the Pyramid Park site made it difficult to access and survey, therefore there are limitations to the survey so consideration will be given to this during the works and further surveys completed if required.

4.3 Construction Impacts

4.3.1 Air Quality

All necessary precautions will be taken to prevent the occurrence of smoke emissions or fumes from the site plant or stored fuel oils for safety reasons and to prevent such emissions or fumes drifting into residential areas.

Plant will be well maintained and shut down in the intervening periods between work or throttled down to a minimum and the the burning of materials on the site will not be permitted.

4.3.2 Waste Management

Waste will be managed in the most efficient way by encouraging re-use and re-cycling on-site and maximising segregation. Rubbish will not be allowed to accumulate and cause a fire hazard; all waste will be collected from site in skips.

The site team will include a waste champion, and there will be a visiting Environmental Manager to audit operations and ensure procedures to minimise the environmental impact of operations. They also review the site's energy and waste data.

All our waste contractors must complete a pre-qualification questionnaire to assess that they meet our standards before they can become approved and listed within our Supply

Chain System. This asks that they report their performance in accordance with PAS 402 (a specification for performance reporting for waste management organisations) in accordance with our Sustainable Procurement Policy. We carry out a detailed on-site audit on their premises, so we can be sure that they have the right segregation capabilities and can meet our data return requirements. We check their documentation for duty of care compliance and view working conditions for their employees.

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All items of waste identified as hazardous will be segregated from general waste and disposed of in accordance with COSHH.

4.3.3 Drainage

Permanent surfaces will be installed as soon as possible to control the rainwater flow. A system of inspections will be set up when weather conditions are wet to ensure the water discharging from site is clean; these inspections will be recorded daily. No fuel storage will be allowed close to any drainage outfall.

Site drainage, including surface runoff, will be discharged to sewers where reasonably practicable. Site drainage will meet the requirements for effluent and flood risk standards required by the sewerage undertaker.

During construction, protection measures to control the risk of pollution to surface water will be adopted. These will include:

- Any containers of contaminating substances on site will be leak proof and kept in a safe and secure building or compound from which they cannot leak, spill or be open to vandalism. The containers will be protected by temporary Impermeable bunds with a capacity of 110% of the maximum stored volume.
- All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface which provides protection to underground strata and Watercourses and away from drains as far as reasonably practicable. Vehicles will not be left unattended during refuelling.
- All wash down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses and will comply with EA's Pollution Prevention Guidance.

The Pollution Prevention Measures and good construction practices will ensure that any oils, hydrocarbons or hazardous materials stored on site will not leak onto the ground surface and thereby ensure that there is no pathway for contaminants to affect the water course.

4.3.4 Noise

Vehicles and mechanical plant used for the construction works will be fitted with effective exhaust silencers, will be maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions.

On site where environmental disturbance may arise, compressors will be 'sound reduced' models fitted with properly lined and sealed acoustic covers which must be kept closed whenever the machines are in use, and pneumatic percussive tools must be fitted with shrouding or silencers of the type recommended by the manufacturers.

Noisy plant or equipment will be sited as far away as is practicable from noise sensitive buildings. The use of barriers, e.g. Soil mounds, site huts, acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable.

Care will be taken when loading or unloading vehicles or dismantling scaffolding or moving materials, etc. to reduce impact noise.

Should a need ever arise to work past the specified site operating hours due to unforeseen circumstances, Willmott Dixon will inform the relevant people immediately and the surrounding community by form of a letter drop.

Where noisy activities are planned, noise monitoring will be used to manage levels emitted from the site and measures implement to reduce levels where required.

4.3.5 Vibration

Construction activities will be carried out in such a way that vibrations arising will not cause significant disturbance to adjacent structures and minimised disturbance to local communities.

We will ensure that measures are taken to: -

- Protect the residents, users of buildings close by and passers-by from nuisance or harm and
- Protect buildings from physical damage
- Protect wildlife from disturbance.

Upon determining appropriate vibration levels, we will consider: -

- Human exposure
- Protection of structures
- Wildlife

During sensitive activities like piling, vibration monitoring equipment will be used to raise an alarm when levels exceed permissible levels so that appropriate action can be taken to lower the levels. In particular, during the piling phase of the works additional vibration and sound monitoring will take place either side of the Metrolink track.

4.3.6 Dust/ Mud

Good housekeeping and control of waste dusts and silt at source will prevent windblown debris accumulating and, with prevailing weather, create mud or dust carriage from site. Mud and Dust pollution risk and community nuisance will be avoided by employing the Safe Systems of Work controls but also through:

- Constructing site access roads, parking, and storage areas at the earliest opportunity.
- Locating stockpiles away from site boundaries, maintaining stockpile levels below fencing heights and seeding stockpiles to prevent lift.
- Covering dust generating loads and piles of materials, such as sand and topsoil.
- Ensuring wheel washing facilities, such as a jet wash are available at the site access/ egress point, noting only small quantities of muck will be required to be removed from site. The area at Union Square is small and gateman/Banksman will control any waste wagons leaving site ensuring they stay on hard standing and that wheels are always maintained clean.
- Employing a road sweeper to remove mud / dust from the roads on and around site, here other measures have failed to reduce the spread to an acceptable level.
- Providing facilities to 'damp down' access roads during periods of dry weather in the Pyramid Park location.
- Provide details of dust and mud control measures in the site orientation and by delivering trade specific TBTs.
- Keeping plant / vehicles to the site speed limit.
- Using dust capture / suppression equipment on tools and plant.
- Work closely with Premier Inn to notify them of our works and schedule existing concrete structures are broken out at an appropriate time of day to cause the least amount of disruption to the hotel as possible, noting heavy breaking will take place for a short period of days.
- Removing dust risk at source and maintaining robust housekeeping.
- Control of cutting or grinding of materials on site. Dust-generating machinery e.g. Disk cutters must be fitted with vacuums and water suppressions will be adopted.

4.3.7 Emergency Procedure

It is considered that given the adoption of the mitigation measures detailed above that any potential effects from dust/ mud from construction works would be minimised to such an extent as to be insignificant.

A set of standardised emergency response procedures will govern the management of environmental and emergency incidents. All WDC management will be required to adhere to and implement these procedures and ensure that site operatives are familiar with the emergency arrangements for the site. This will be generally communicated in the site induction but also at the weekly meetings and as the site progresses.

The emergency procedure will contain 24 hour emergency phone numbers and the method of notifying local authorities, statutory authorities and the emergency services should an incident occur.

Practice drills will be scheduled throughout the construction process for both environmental and emergency incidents.