

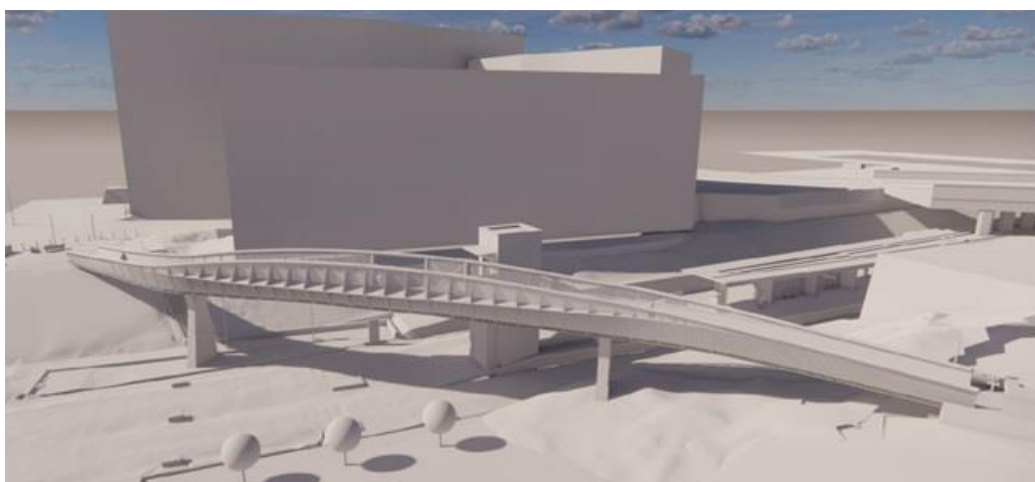
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Bury Interchange

The Tram Stop [Phase 1]

Construction Environmental Management Plan (CEMP)



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Updated 23 March 2027 by Paul Crow /Simon Atkinson

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 Traffic Management
- 3.2 Security
- 3.3 Accommodation and Welfare Arrangements and Parking
- 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 and debris
 - 4.2.7 Emergency Procedure
 - 4.2.8 Soil sampling and remediation.

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.



Landmarks
Work Zones

Bury Interchange Phase 1

Orientation plan

Rev Date : 16.12.2025
Drawn By : P Crow

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. s

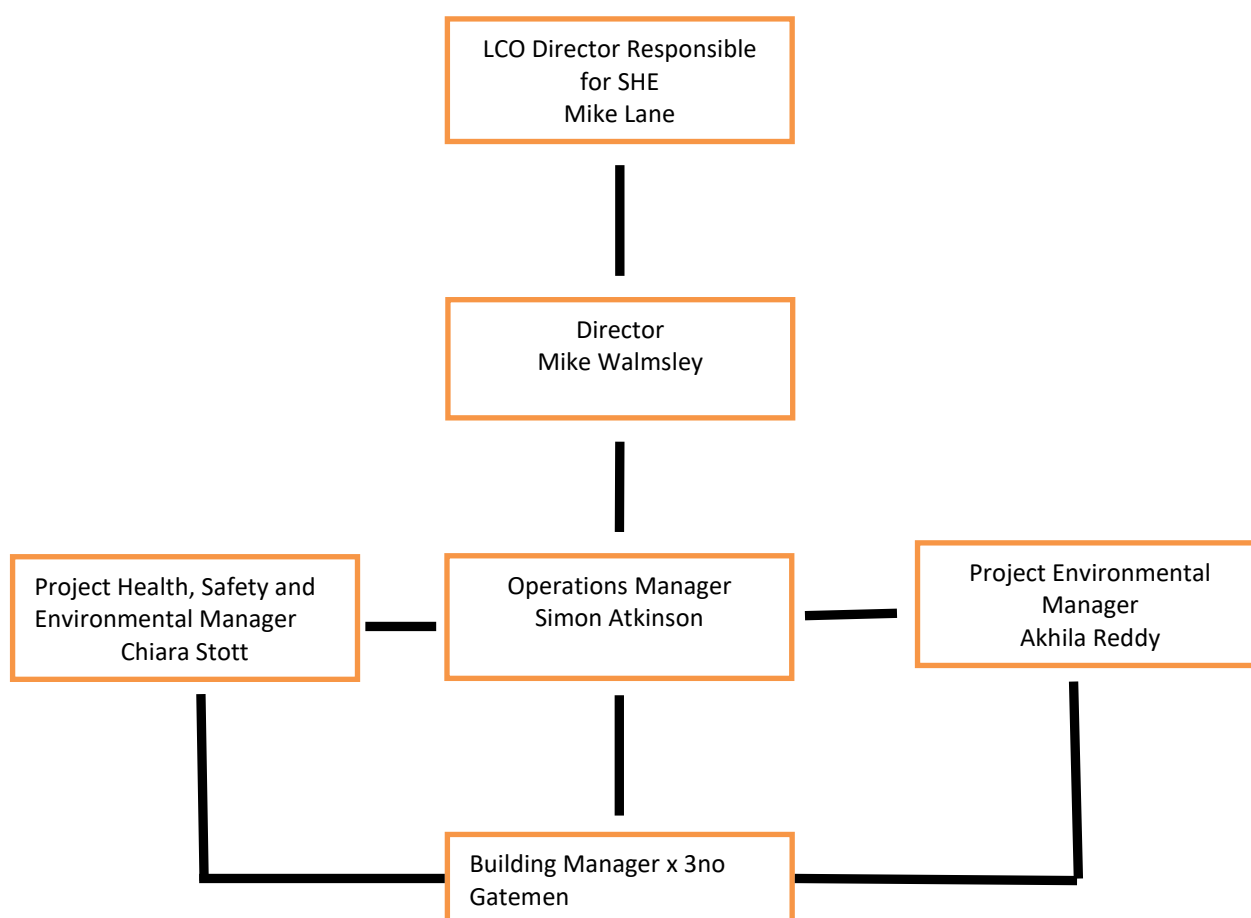
The construction period will be approximately 59 weeks with further design required to confirm precise period.

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.

KEY MILESTONE DATES	
Start on Site (estimated)	21 September 2026
Construction works 59 weeks	21 Sept 26 – 5 November 27
Site set-up 1 week	21 Sept 26 – 25 Sept 26
Site clearance 4 weeks	28 Sept 26 – 23 Oct 26
Platform and Canopy refurbishment	4 Jan 27 – 9 Sept 27
Public Realm Works Union Square: 14 weeks	28 June 27 –30 Sept 27
Bridge installation	26 – 27 June 2027
Public realm works Pyramid Park: 18 weeks	28 June 27 – 29 Oct 27
Bridge Operational and interchange access closed	28 October 2027

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 throughout 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 Environmental, 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.

Daily DABS and SCP workshops and collaborative planning.

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.

2.8 Environmental Site Visits and Audits

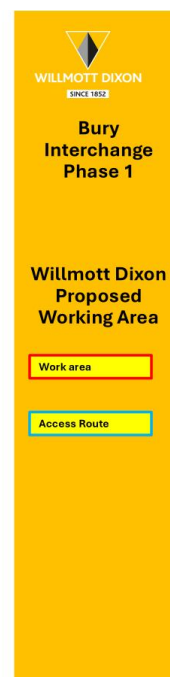
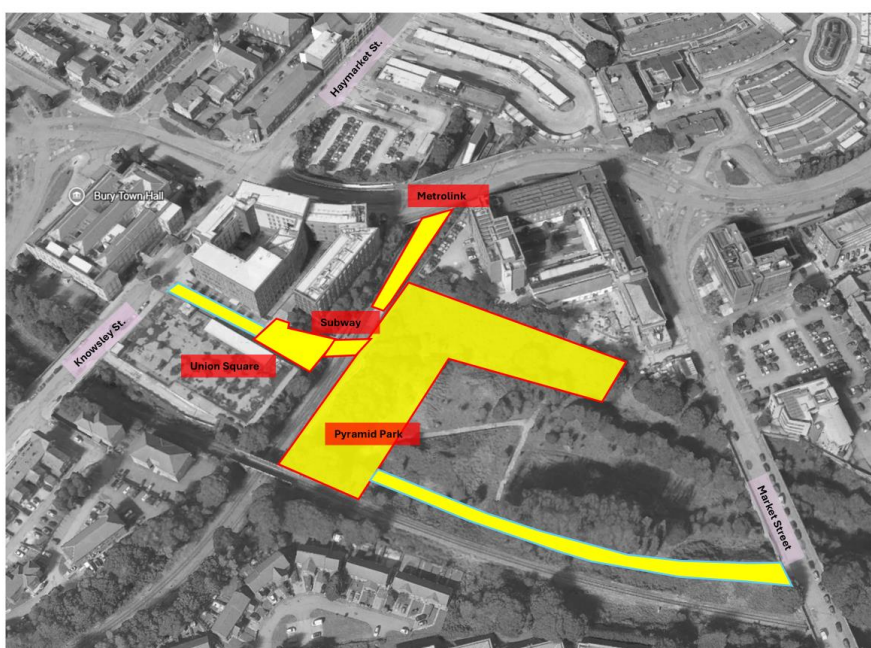
To ensure our standards maintain high all our project receive regular audits and site inspection by our Environmental Manager. This along with the weekly environmental inspections completed on site ensure potential issues are kept to a minimum. Any findings for these are logged and resolved and training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

3.0 Site Logistics

3.1 Site Access and Traffic Management

The project has three work areas, namely

- Pyramid Park
- Union Square
- Metrolink Platform



Site Access to Pyramid Park work area will be via the existing KAM Metrolink service road which connects to the B6218 Market Steet. A full time Gateman will be positioned at this entrance point during working hours to ensure only authorised vehicles entre the working area, whilst ensuring the safe egress of vehicle giving preference to pedestrians crossing over the site access point. The site gate will be closed and secured whilst not in use.

Access to our Union Square site entrance will be along the A58 to Knowsley Street and then onto Duke Street. Duke Street is a shared access road. Throughout the duration of the project, we will maintain the shared vehicle access route, and we shall provide a safe pedestrian access route along its length to ensure pedestrians are isolated from any construction traffic by Chapter 8 traffic barriers positioned along the length of Duke Street to form a segregated pedestrian route. A Full time Traffic Marshall will be posted on Duke Street to ensure the safe movement of construction traffic.

Smaller materials will be loaded out onto directly on to the platform from Pyramid Park by a long reach Telescopic handler