

M20 Junction 10a

TR010006

Environmental Statement

Chapter 17 Environmental Management

APFP Regulation 5(2)(q)

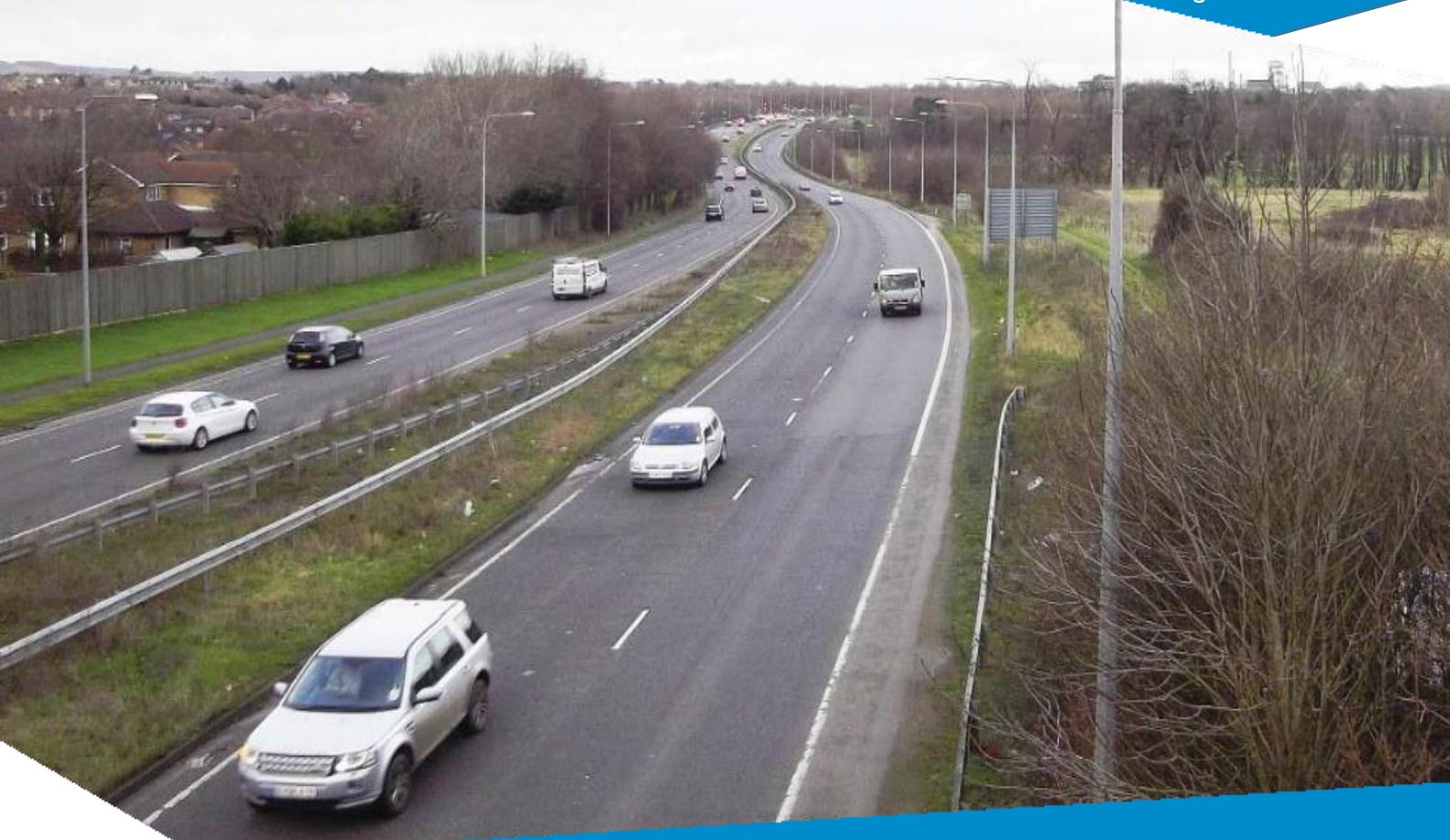
Revision A

Planning Act 2008

Infrastructure Planning (Applications:

Prescribed Forms and Procedure)

Regulations 2009



Volume 6.1
July 2016

M20 Junction 10a

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17 Environmental Management

17.1 Introduction

- 17.1.1 The purpose of this Chapter is to provide the framework for recording environmental risks, commitments and other environmental constraints, and to identify the structures and processes that will be used to manage and control these aspects.
- 17.1.2 The general process for the management of environmental effects on Highways England projects is set out in the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 2, Part 5, HD205/08 and Part 6, HD48/08¹. More specific advice is provided in the Interim Advice Note (IAN) 183/14 Environmental Management Plans² (IAN 183/14). The guidance in IAN 183/14 takes into consideration Environmental Management Plans: Practitioner Best Practice Series, Volume 12³ and BS EN ISO 14001: Environmental Management⁴.

17.2 Register of Environmental Actions and Commitments

- 17.2.1 IAN 183/14 recommends that a Register of Environmental Actions and Commitments (REAC) is produced as part of the environmental management process. The REAC underpins the environmental management plan stages described below. It is amended and updated as appropriate as the scheme progresses. The REAC for the Main Scheme and the Alternative Scheme (as described in Chapter 2) is presented in the outline Construction Environmental Management Plan (CEMP), Appendix 17.1, Volume 6.3.
- 17.2.2 The REAC brings together the various items of environmental mitigation borne from the environmental assessment process that has informed this Environmental Statement (ES). It will also be informed by planned pre-construction surveys, relevant environmental permits and consents, Statements of Common Ground (SoCG) and requirements that come from the Development Consent Order (DCO) examination period.
- 17.2.3 The REAC contains mitigation relevant to the residual likely significant effects of the Main and Alternative Scheme designs.

¹ Highways Agency, 2008, available <http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol11/section2/ha20508.pdf>, accessed 23/03/16

² Highways Agency, 2014, available <http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian183.pdf>, accessed 23/03/16

³ IEMA, 2008, Environmental Management Plans: Practitioner Best Practice Series, Volume 12

⁴ BSI, 1996, BS EN ISO 14001: Environmental Management (amended)

17.3 Environmental Management Process Post ES

17.3.1 A suite of documents has been developed to manage environmental mitigation. The hierarchy of the documents is set out below.

17.4 Construction Environmental Management Plan

17.4.1 Highways England requires Contractors to produce a CEMP certified to BS EN ISO14001 Environmental Management Systems (EMS)⁵.

17.4.2 The CEMP should include roles and responsibilities, together with appropriate control measures, training and briefing procedures, risk assessments and monitoring systems to be employed during planning and constructing the works for all relevant topic areas. Indicative contents of a CEMP are listed in IAN 183/14 and an outline CEMP (OCEMP) applicable for both the Main and Alternative Schemes is presented in Appendix 17.1, Volume 6.3.

17.5 Handover Environmental Management Plan

17.5.1 On completion of construction of the Main or the Alternative Scheme, a Handover Environmental Management Plan (HEMP) would be produced by the Principal Contractor in consultation with Highways England and the Employer's Representative. This would be passed to the organisation responsible for the long term management of the route. The HEMP would be prepared during the construction phase of either the Main or Alternative Scheme as applicable.

17.5.2 The HEMP would provide the relevant information on existing and future environmental commitments and objectives in the REAC that would need to be honoured and ongoing actions and risks that need to continue to be managed. The indicative contents of a HEMP are shown in Annex C of IAN 183/14 and re-produced in Appendix 17.2, Volume 6.3. It would include as-built information and other details in a form that can be utilised by the body responsible for long term management, so environmental management plans can be updated for the operational phase of the scheme.

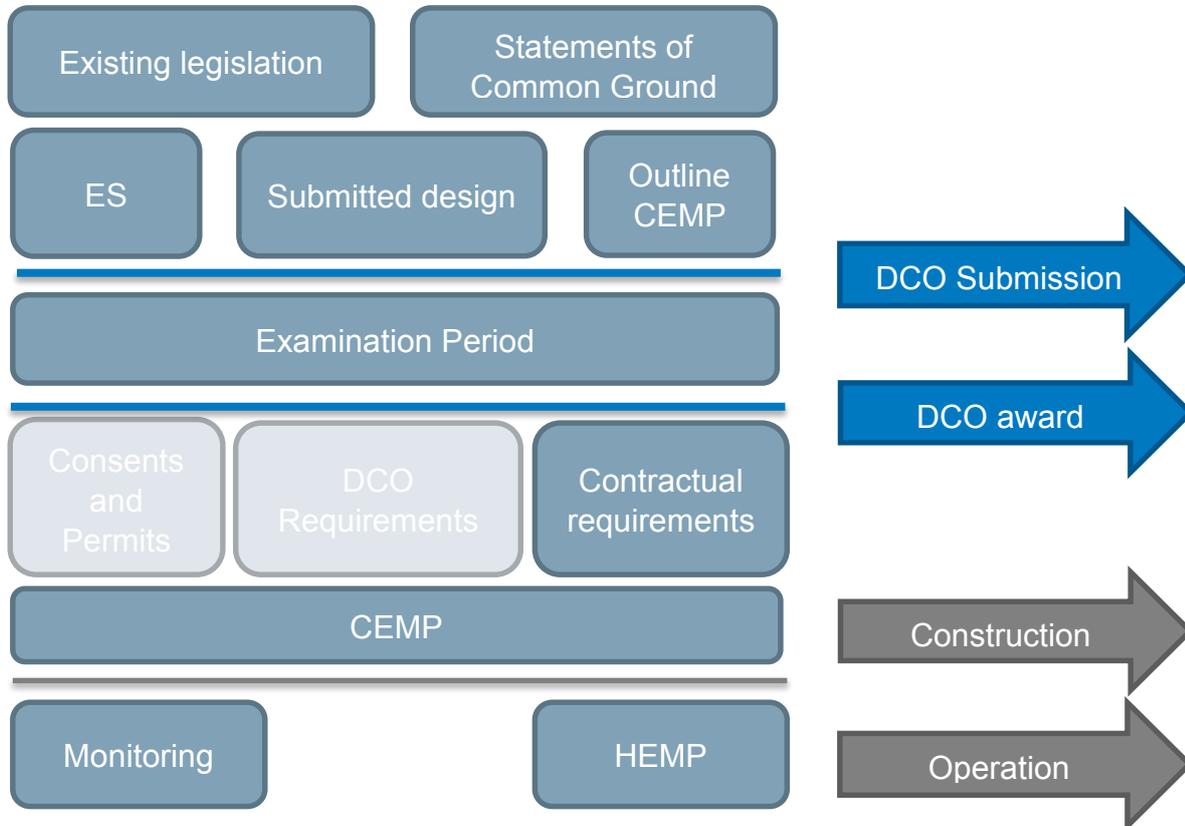
17.5.3 The delivery of the HEMP would be secured by way of contractual responsibility placed by Highways England upon the relevant Managing Agent.

17.6 Securing Environmental Mitigation – Overview

17.6.1 Figure 17.1 below illustrates the mechanisms for securing environmental mitigation identified within the ES.

⁵ BSI, 1996, BS EN ISO 14001: Environmental Management (amended)

Figure 17.1 Mechanisms for Securing Environmental Mitigation



- 17.6.2 Mitigation would be secured by way of Requirements in the DCO that both the Main and Alternative Scheme be undertaken in accordance with:
- The CEMP (which includes detailed provisions on mitigation of construction impacts).
 - Specific mitigation obligations in key topic areas such as landscaping, drainage and contaminated land.
 - The Main and Alternative Scheme design shown on the plans submitted with the DCO.
- 17.6.3 Parallel with this, Highways England will place a contractual responsibility on subsequent Designers and Contractors to comply with the DCO Requirements. Discharge of these Requirements would be by consent from the Secretary of State, generally following consultation with the relevant planning or environmental authority.
- 17.6.4 Highways England will also place contractual responsibility on the Principal Contractor to provide the same level of mitigation as defined in the REAC.

17.6.5 By way of illustration of the environmental management process, a summary sequence of events is provided below using site hoarding as an example mitigation measure:

- The CEMP explains where hoarding ought to be used within the construction phase, for example site security and public safety around compounds, to protect cultural heritage assets as appropriate, screening for the purposes of noise and vibration.
- With due consideration to commitments made within the REAC, Statements of Common Ground (SOCGs) and ongoing dialogue with stakeholders as appropriate, the site specific measures relating to the appearance and heights of security fencing and hoarding to be used would be confirmed in the CEMP in advance of construction.
- The CEMP would identify the roles and responsibilities for the erection, inspection and maintenance of the hoarding during the construction phase. Details of any permanent hoarding (if required) to replace construction hoarding would be entered into the HEMP that would be passed onto the incumbent Managing Agent adopting the site following the completion of the construction phase. The HEMP would contain details of operational inspection and maintenance, as built drawings and any other ongoing commitments.