

# **M3 Junction 9 Improvement**

**Scheme Number: TR010055**

## **3.4 DCO Signposting Document**

**APFP Regulation 5(2)(q)**

**Planning Act 2008**

**Infrastructure Planning (Applications: Prescribed Forms and  
Procedure) Regulations 2009**

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## Infrastructure Planning

Planning Act 2008

### **The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

M3 Junction 9 Improvement  
Development Consent Order 202[x]

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### **3.4 DCO Signposting Document**

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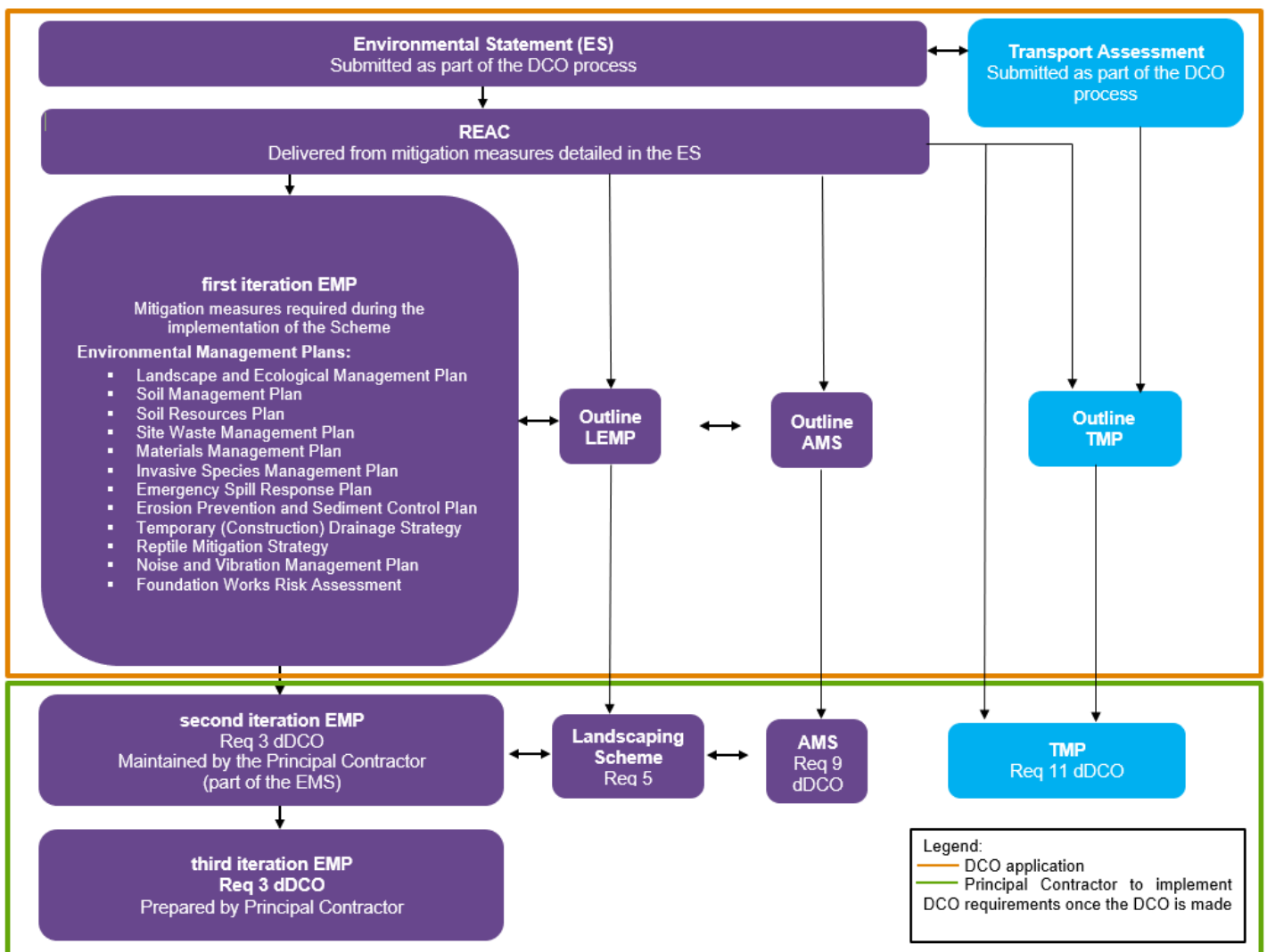
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# 1 Introduction

## 1.1 Purpose

1.1.1 This document has been provided following the request of the Examining Authority (ExA) to provide a DCO Signposting Document as described in the Rule 8 Letter. National Highways (the Applicant) has prepared this document that demonstrates the interdependencies between the subject matters covered by the **first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)**, Register of Environmental Actions and Commitments (REAC) (**Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)**) the environmental control plans, the **Outline Traffic Management Plan (TMP) (7.8, Rev 1)** and how these interdependencies will be addressed by the Principal Contractor during the construction phase.

Figure 1.1: Interdependencies between the fiEMP, REAC, Outline TMP, siEMP and tiEMP



## 2 Interdependencies of environmental documents presented in the draft DCO

- 2.1.1 The development of the environmental documents presented in the **draft Development Consent Order (dDCO) (3.3, Rev 2)** follows National Highway's Design Manual for Roads and Bridges (DMRB) guidance and these are presented within the **Environmental Statement (ES) (6.1-6.3, APP-042 - APP-153)**. The traffic model data presented in the **Transport Assessment Report (7.13, Rev 1)** was used to support the preparation of the environmental effects assessment presented in the ES.
- 2.1.2 Following the assessment of the environmental effects likely to be generated by the Scheme, and presented within the ES, the environmental mitigation measures required to be implemented during the various stages of the Scheme are presented within the **Environmental Statement (ES) Chapters (6.1, APP-042 – APP-059)**, and the **first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)**. The REAC features in the **first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)** itself.
- 2.1.3 Below it is explained what the purpose of each document presented in the **draft Development Consent Order (dDCO) (3.3, Rev 2)** is, and how each fits in within the lifecycle of the Scheme.

### 2.2 REAC

- 2.2.1 The purpose of the REAC is to set out the mitigation committed for the Scheme as part of the ES which will need to be implemented through the detailed design, construction and operational and maintenance stages. The REAC acts in part as a 'bridge' between the fiEMP, siEMP and tiEMP through the lifecycle of the Scheme.
- 2.2.2 The REAC initially forms part of the fiEMP. The siEMP prepared by the Principal Contractor prior to commencement of the Scheme will reflect the mitigation contained within the REAC for the detail design and pre-construction works and during construction stages.
- 2.2.3 During the post construction and operational stage of the Scheme, any remaining commitments in the REAC will form part of the tiEMP to be prepared by the Principal Contractor and provided to National Highways maintenance agent.

### 2.3 fiEMP

- 2.3.1 The purpose of the fiEMP is to inform the preparation of the siEMP which will form part of the Principal Contractor's Environmental Management System (EMS) accredited to BS EN ISO 14001. The Principal Contractor is responsible for the development of the detailed design and the implementation of the Scheme through the construction stage in line with the DCO once made.

2.3.2 The preparation of the siEMP is secured by Requirement 3 of the DCO and must be submitted to the Secretary of State (SoS) for their approval in writing, following consultation with the relevant planning and highway authorities.

2.3.3 The purpose of the siEMP, which must be substantially in accordance with the fiEMP is to:

- Identify the environmental issues required to be addressed during the next stages of the Scheme, such as, construction, operational and maintenance stages.
- Record objectives, commitments and mitigation measures to be implemented and set their achievement through the Scheme lifespan.
- Identify key personnel responsible for overseeing the construction activities and monitoring compliance with the relevant environmental legislation.
- Record environmental risks and the identify control measures to avoid and minimise impacts on the environment during the construction of the Scheme.
- Demonstrate compliance with relevant environmental legislation, policy and good practice.
- Identify key environmental staff and their responsibilities, including communication and training requirements.
- Provide environmental handover information to the body responsible for operational management, including management and monitoring requirements and commitments.
- Provide a review, monitoring and audit mechanism to determine the effectiveness of and compliance with the environmental control measures and how corrective action will take place.

2.3.4 **Paragraph 1.6.1 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)** contains a list of a number of outline environmental control plans (ECPs). All ECPs listed in **paragraph 1.6.1 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)** will be developed by the Principal Contractor following detailed design as part of the siEMP to be submitted to the SoS for approval in accordance with Requirement 3 of the DCO.

2.3.5 Clause 9.3 of the ISO 14001 requires that the Environmental Management System is reviewed and monitored regularly to ensure it is suitable, adequate and effective. The Scheme Environmental Management System will manage and monitor the commitments within the siEMP to ensure compliance with them. Any changes identified as needed to the mitigation measures would need to be approved by the SoS in accordance with **Requirement 15 of the draft Development Consent Order (3.3, Rev 2)**.

## 2.4 Environmental control plans (ECPs)

2.4.1 Environmental Control Plans (ECPs) are key documents which ensure that the construction-related mitigation measures and actions set out in the REAC are successfully implemented on site. ECPs inform the works and the development of associated task-specific Risk Assessments and Method Statements (these will be included at **Appendix N** of the siEMP). It is expected that some or all of the following ECPs will be prepared / finalised, as appropriate, for the Scheme as part of the siEMP:

- Landscape and Ecological Management Plan
- Soil Management Plan
- Soil Resources Plan
- Site Waste Management Plan
- Materials Management Plan
- Invasive Species Management Plan
- Emergency Spill Response Plan
- Erosion Prevention and Sediment Control Plan
- Temporary (Construction) Drainage Strategy
- Reptile Mitigation Strategy
- Noise and Vibration Management Plan
- Foundation Works Risk Assessment

2.4.2 In addition, the following ECPs will be prepared for the Scheme as standalone documents to support the implementation of the siEMP landscape, archaeology and transport topics:

- A landscaping scheme (secured under **Requirement 5** of **draft Development Consent Order (3.3, Rev 2)**)
- Archaeological and Heritage Mitigation Strategy (which will include a Written Scheme of Investigation secured under **Requirement 9** of **draft Development Consent Order (3.3, Rev 2)**)
- Traffic Management Plan (secured under **Requirement 11** of the **draft Development Consent Order (3.3, Rev 2)**)

2.4.3 Outline versions of a number of ECPs have been prepared for consideration during the examination into the Scheme and are explained in more detail below.



## Outline Landscape and Ecological Management and Monitoring Plan (LEMP)

- 2.4.4 The Outline LEMP is informed by the preliminary environmental masterplan, **Figure 2.3 (Environmental Masterplan)** in **Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4))** of the **ES (6.2, Rev 1)**, and provides information on the areas identified for ecological and landscape mitigation to inform the development of the environmental mitigation through the detailed design stage and ensure appropriate monitoring and maintenance regime is being put in place during the operational stage. The Outline LEMP can be found at **Appendix 7.6 (Outline Landscape and Ecological Management Plan)** of the **ES (6.3, APP-102)** and as such is a certified document. The OLEMP will inform the LEMP. The LEMP is required to be updated by the Principal Contractor. The LEMP will be secured by **Requirement 3** of the **draft Development Consent Order (3.3, Rev 2)** as it will form part of the siEMP. The LEMP will be prepared by the Principal Contractor once the detailed design is complete and will contain detailed information on the planting proposed for the Scheme. In the preparation of the LEMP the Principal Contractor will consult with the relevant planning authority, Winchester City Council and Natural England. The LEMP will provide further information on the management of the landscape and ecological compensation areas and the necessary monitoring and maintenance regime to ensure the re-planted areas are establishing and any remedial work will be implemented as appropriate.

## Outline Archaeological Management Strategy

- 2.4.5 The Outline Archaeological Management Strategy (AMS) provides an outline programme of archaeological investigations to be implemented by National Highways during the detailed design and construction stages. This supports the implementation of the archaeological mitigation measures proposed in the fiEMP. The Outline AMS can be found at **Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)** of the **ES (6.3, APP-096)** and as such is a certified document. The AMS is required to be updated by the Principal Contractor, as secured by **Requirement 9** of the **draft Development Consent Order (3.3, Rev 2)**. The AMS will reflect the written scheme of investigation for the Scheme during the construction works. Prior to submission for approval, the Applicant must consult with the City Archaeologist under **Requirement 9** of the **draft Development Consent Order (3.3, Rev 2)**.

## Outline TMP

- 2.4.6 The **Outline TMP (7.8, Rev 1)** sets out the proposed approach to the temporary traffic management measures required during construction of the Scheme. The **Outline TMP (7.8, Rev 1)** doesn't form part of the environmental documents. The **Outline TMP (7.8, Rev 1)** will form the basis for the final TMP which will be prepared by the Principal Contractor and submitted to the SoS for approval before the relevant part of the works can start, following consultation with the relevant highway authorities and in accordance with **Requirement 11** of the **draft Development Consent Order (3.3, Rev 2)**.