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SUSTAINABILITY AND CONSENTS – ENVIRONMENTAL MANAGEMENT

Crossrail Environmental Legislation And Other Requirements Register

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Introduction

This is a list of environmental legislation and other requirements relevant to Crossrail, in particular the Crossrail team. It includes requirements that apply to Crossrail's consultants (e.g. design consultants) and contractors to enable the Crossrail team to undertake its Assurance role. It is the responsibility of all consultants and contractors to identify and comply with legal requirements applicable to their scope of work.

A brief description of the legislative requirements and how they are implemented by Crossrail is given. The legislation is arranged by subject type, act and then statutory instrument/ regulations. This is a summary of the key requirements and cannot cover all eventualities - if you require any further information or have any queries please contact the Crossrail EMS Advisor.

Asbestos legislation and other health and safety requirements are not included in this Register – contact the Crossrail Health and Safety Department for information.

The Register is up-to-date for legal and other requirements in place by the **30th September 2015**.

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
Air Quality		
Environment Act 1995	<p>Gives powers to local authorities to assess local air quality and designate Air Quality Management Areas, within which action plans can be produced to improve air quality.</p> <p>They can also impose spot checks and fine vehicle operators who do not comply with emission standards.</p> <p>The Deregulation Act 2015 amends the Environment Act 1995 by omitting some of section 84 which omits some of the duties of Local Authorities to conduct further air quality assessments in air quality management areas.</p>	<p>Crossrail Team: Crossrail Team needs to be aware of any Air Quality Management Areas. Any vehicles operated by Crossrail need to comply with all relevant vehicle emission standards.</p> <p>Designers: Designers need to be aware of any Air Quality Management Areas. Any vehicles operated by designers need to comply with all relevant vehicle emission standards.</p> <p>Contractors: Contractors need to be aware of any Air Quality Management Areas. Any vehicles operated by contractors need to comply with all relevant vehicle emission standards.</p>
Clean Air Act 1993	<p>Covers air pollution in respect to: dark smoke, control of smoke, dust, grit and fumes, smoke control areas, liquid fuels and public information.</p> <p>Requires that certain furnaces be fitted with grit and dust control equipment; and sets maximum emission levels for dust and grit from boilers.</p> <p>Emission of dark smoke from chimneys of any building and from any industrial or trade premises is prohibited.</p> <p>Note- In September 2013 evidence to support a policy review of the Clean Air Act 1993 was called. The Clean Air Act is currently being reviewed as part of the Government's Red Tape Challenge and had three main objectives:</p> <p>The Clean Air Act has been amended by the Deregulation Act 2015. The Clean Air Act 1993 (smoke control areas) Part 3</p>	<p>Crossrail Team: Crossrail Team needs to comply with emissions requirements from any premises that it owns/ operates.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to comply with emission requirements at construction sites.</p>

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
	amended section 20 to insert an authorised fuel list, which is in relation to smoke generating appliances.	
Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002	<p>Provide local authorities with the power to issue fixed penalty notices to owners whose vehicles breach emissions standards.</p> <p>A local authority can require vehicles which are in, or are about to pass through, an air quality management area to be tested. It can also ask the driver of a vehicle who is committing a stationary idling offence to turn off their engine.</p>	<p>Crossrail Team: Crossrail must ensure that all vehicles it owns meet required emissions standards.</p> <p>Designers: Designers must ensure that all vehicles it owns meet required emissions standards.</p> <p>Contractors: Contractors must ensure that all vehicles it owns meet required emissions standards.</p>
<p>Ozone- Depleting Substances Regulations 2015 (Replaces and consolidates Environmental Protection (Controls on Ozone-Depleting Substances) Regulations 2011)</p> <p>&</p> <p>Fluorinated Greenhouse Gases Regulations 2015 (Revokes and Replaces Fluorinated Greenhouse Gases Regulations 2009)</p> <p>&</p>	<p>Control the production, marketing, use of, trade in, and emission of ozone-depleting substances and fluorinated greenhouse gases.</p> <p>Ozone-depleting substances (found in, for example, air conditioning, heat pumps, refrigeration units) must be controlled by using only permitted refrigerants; prevent, minimise & repair leaks; recover any ozone-depleting substances; test for leaks; use competent personnel for such works.</p> <p>Fluorinated greenhouse gases (found in, for example, air conditioning, heat pumps, refrigeration units) must be controlled by preventing, repairing and checking for leaks; installing leak detection systems if over 300kg of fluorinated greenhouse gases in system; recover any fluorinated greenhouse gases removed; label systems; keep records and use competent personnel for such works.</p> <p>This Regulation aims to protect the environment by reducing emissions of fluorinated greenhouse gases. In particular, it:</p> <ul style="list-style-type: none"> ◦establishes rules on containment, use, recovery and 	<p>Crossrail Team: All equipment in premises owned or operated by the Crossrail team containing ozone-depleting substances or fluorinated greenhouse gases to comply with controls for checks and maintenance. There are four units in the Crossrail Warehouse each less than 3 kg of charge which fall outside these regulations. Crossrail Team to be aware of the new maintenance control measures under the 2014 regulation. The person carrying out the maintenance work should hold a certificate of proficiency with City and Guilds to prove their competency. A check that air conditioning in units will be maintained annually and certificates will be carried out in the EMS Inspections.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: All equipment in premises owned or operated by the contractor containing ozone-depleting substances or fluorinated greenhouse gases to comply with controls for checks and maintenance. Contractors to be aware of the new 2-14 EU regulations and take note of the maintenance checks required.</p>

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<p>Regulation (EU) 517/2014 (OJ:L150/195/2014) on fluorinated greenhouse gases</p>	<p>destruction of fluorinated greenhouse gases, and on related support measures;</p> <ul style="list-style-type: none"> ◦imposes conditions on the placing on the market of specific products and equipment that contain, or whose functioning relies upon, fluorinated greenhouse gases; ◦imposes conditions on specific uses of fluorinated greenhouse gases; and ◦establishes quantitative limits for the placing on the market of hydrofluorocarbons. <p>It will also revoked and replaced Regulation (EC) 842/2006, on the same subject.</p> <p>The regulation came into force in June 2014 and applies from 1 Jan 2015 with new enforcement regulations due Feb 2015. It amends record keeping requirements (Article 6), new equipment types specified and new maintenance requirements. New maintenance requirements are calculated on GWP in CO₂e</p> <p>With 5 tonnes or more of CO₂e = check every 12 months, 50 tonnes or more of CO₂e = check every 6 months and 500 tonnes or more of CO₂e = check every 3 months and fixed leak detection must be fitted.</p> <p>Fluorinated Greenhouse Gases Regulations 2015 revoke and replace the Fluorinated Greenhouse Gases Regulations SI 2009/261 and help to enforce Regulation (EU) 517/2014 on fluorinated greenhouse gases, by providing enforcement powers, setting offences and penalties and designating certification and training bodies.</p>	
<p>Clean Air (Height of Chimneys) (Exemption) Regulations 1969</p>	<p>Exempt boilers and other plant used for certain purposes from the requirements on chimney height of the Clean Air Act 1993. 'Chimney' is defined to include any structure as opening through which smoke, grit, dust or fumes may be emitted, including flues. Exempt purposes include: temporarily replacing any other boiler or plant which is under inspection, maintenance or repair, being rebuilt or being replaced by a permanent boiler or plant; providing products of combustion to heat other plant to an</p>	<p>Crossrail Team: Crossrail Team will need to obtain approval from the relevant Local Authority if installing a chimney for a boiler on its premises unless it is covered under the exempt categories.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors:</p>

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
	operating temperature.	Contractors will obtain the approval from the relevant Local Authority if installing a chimney for a boiler on its premises unless it is covered under the exempt categories.
The Mayor's Air Quality Strategy	Sets out a host of policy measures to improve air quality across London from transport, homes, new developments and work places. Particularly relevant to Crossrail are limits on emissions for commercial vehicles new NOx standards in the LEZ from 2015, reducing emissions from freight vehicles, working with Boroughs to implement air quality action plans, working to ensure that new developments are 'air quality neutral or better'	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers are required to minimise impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise impacts and identify opportunities for improvement.</p>
Directive 2012/46/EU (OJ:L353/80/2012) amending Directive 97/68/EC on emissions of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery	<p>This Directive amends Directive 97/68/EC, on emissions of gaseous and particulate pollutants from internal combustion engines in non-road mobile machinery. Directive 97/68/EC aims to co-ordinate the laws of Member States relating to emission standards and type-approval procedures for engines in non-road mobile machinery. Directive 97/68/EC allows for a flexibility scheme to operate so that, when moving to a new emissions standard, engines can be placed on the market if they meet a previous standard.</p> <p>Directive 2004/26/EC amended Directive 97/68/EC by introducing new emission Stages 3A, 3B and 4 to Directive 97/68/EC in order to increase environmental protection and preserve human health. This Directive also amends Directive 97/68/EC by complementing provisions on NO_x control by introducing an operator warning system. The amendment also allowed a temporary increase in the number of engines for use in land-based machines which can be placed on the market under the flexibility scheme, as well as a temporary</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role. However, Crossrail needs to be aware of the directive and how this reflects the Works Information Volume 2B- Part 21.10.2 in relation to vehicle and equipment emissions.</p> <p>Designers: No requirements specifically to designers.</p> <p>Contractors: Contractors need to comply with the EU staged emission standards and in addition to use an after treatment device if NRMM is not Euro 3B or IV.</p>

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
	extension of its scope to include engines used in locomotives. The duration of the temporary changes depends on the category of engine. This is in order to mitigate the costs to manufacturers of the transition from emission Stages 3A to 3B by allowing more time for machines to be re-designed to accommodate Stage 3B conformant engines.	

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
<p>Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999</p> <p>And</p> <p>Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) (Amendment) Regulations 2013</p>	<p>The 1999 regulations implement Directive 97/68/EC, on emissions of gaseous and particulate pollutants from internal combustion engines in non-road mobile machinery.</p> <p>They apply to Compression Ignition (CI) engines with a net power from 18kW to 560kW inclusive, when operating under intermittent speed and used in non-road mobile machinery. Examples include industrial drilling rigs, construction equipment and forestry equipment, which are not normally for the use of passenger or goods transport.</p> <p>Engines must pass all the relevant requirements originally set by Directive 97/68/EC. When an engine conforms, the application has to be supplied along with the appropriate information specified in the Schedules in order to get an approval certificate.</p> <p>If changes need to be made to the type approval because parts of the engine have changed since it was granted, manufacturers must apply to the approval authority for an amendment or extension to the original type approval and pay a fee.</p> <p>Transitional arrangements have been made to enable manufacturers to continue to sell stocks of engines which have been made prior to the relevant production date. These engines can be placed on the market for a further two years up to the final date specified.</p> <p>Once a type approval has been issued, the manufacturer must fix the appropriate markings to each engine, including the type approval number. Where the type approval includes restrictions on use, these should be specified in a document with the engine unit and indicating any conditions for fitting.</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role. However, Crossrail needs to be aware of the regulations and how this reflects the Works Information Volume 2B- Part 21.10.2 in relation to vehicle and equipment emissions.</p> <p>Designers: No requirements specifically to designers.</p> <p>Contractors: The regulations relate to placing engines on the market and do not directly apply to contractors. However, contractors need to be aware of the regulations in order to comply with the requirements in the Works Information Volume 2B- Part 21.10.2 in relation to vehicle and equipment emissions.</p>

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
	<p>Manufacturers must maintain records of engines which have received type approval for a minimum of 20 years.</p> <p>A type approval certificate can be withdrawn by the approval authority if it believes that an engine bearing a type approval marking does not conform with the original type approval.</p> <p>The Non-Road machinery (Emission of Gaseous and Particulate Pollutants) (Amendment) Regulations 2013 came into force on the 31st July 2013 and amend the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations SI 1999 in order to implement the changes made to Directive 97/68/EC, on emissions of gaseous and particulate pollutants from internal combustion engines in non-road mobile machinery. They aim to change the conditions:</p> <ul style="list-style-type: none"> ◦under which the placing on the market of engines meeting the most recently superseded emissions standard may be permitted; and ◦for the placing on the market of replacement engines for railcars and locomotives. 	

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Title of Requirement	Key Requirements Relevant to Crossrail Project	How implemented on Crossrail Project
<p>Non Road Mobile Machinery Low Emission Zone</p>	<p>From 1st September 2015 construction equipment used on a site of any major development within Greater London will be required to meet the EU Stage IIIA as a minimum. A major development is defined as a site with 10 dwellings or more, 1000 m² of floor space or more, or the site footprint is over 1 hectare. All the central delivery section work sites would be classed as a major development under these requirements and some of larger sites on the regional sections may be implicated as well.</p> <p>In addition to this, construction equipment used on any site within the Central Activity Zone or Canary Wharf will be required to meet EU Stage IIIB as a minimum. The Central Activity Zone, roughly equates to Zone 1 of London Underground and incorporates the following Crossrail Station Worksites:</p> <ul style="list-style-type: none"> • Paddington • Bond Street • Tottenham Court Road • Farringdon • Liverpool Street <p>Some exemptions will be provided where pieces of equipment are not available at the emissions standard stipulated or in the volumes required to meet demand in a construction environment as dynamic as London's.</p> <p>The second part of these regulations are due in 2020, however, construction works will be completed on the Crossrail Project by then.</p>	<p>Crossrail Team: The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role. However, Crossrail needs to be aware of the regulations and how this reflects the Works Information Volume 2B- Part 21.10.2 in relation to vehicle and equipment emissions.</p> <p>Crossrail already have translated these requirements into the contractor works information document, with all sites required to meet Euro IIIb for NRMM over 37kW. The new requirements fall outside of The Crossrail Act as this was approved incorporating the central delivery section sites before these new NRMM regulations came into force.</p> <p>Design Team: No requirements specifically to designers.</p> <p>Contractors: The Construction of Crossrail will be governed by the Environment Minimum Requirements which are used to support the Environment Statement referred to in the Crossrail Act as part the conditions Under the Crossrail Environment Minimum Requirements, contractors are required to purchase/hire all NRMM to meet Euro IIIB as standard and fitted with Diesel Particulate Filters (DPF's). Therefore all equipment should already match or be a stage further than the Non Road Mobile Machinery Low Emission Zone.</p>

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Archaeology		
<p>Crossrail Act 2008</p>	<p>Works authorised by the Crossrail Act: Schedule 9, Paragraph 4 disapplies certain sections of the Ancient Monuments and Archaeological Areas Act 1979 including:</p> <ul style="list-style-type: none"> • powers of entry to scheduled monuments by English Heritage which are covered instead by Schedule 10, Paragraph 1 of the Crossrail Act • requirement to obtain consent for any works affecting a scheduled monument – instead a method statement is required to be approved by the Department of Culture, Media and Sport and English Heritage under the terms of the Scheduled Monument Agreement (as referred to in the Environmental Minimum Requirements, Annex 2: Planning and Heritage Memorandum, 6.5.3). <p>Works not authorised by the Crossrail Act: Crossrail Act does not apply – see Ancient Monuments and Archaeological Areas Act 1979 in Scheduled Monuments section below.</p>	<p>For works authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Scheduled Monument method statements are approved in accordance with the Scheduled Monument Agreement prior to start of works affecting the scheduled monument. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but needs to accept the method statements and carry out an Assurance role.</p> <p>Designers: Designers need to identify method statements required under the Scheduled Monument Agreement for their works, produce the method statements for approval by the Crossrail Team, submit them to the Department of Culture, Media and Sport and English Heritage for approval.</p> <p>Contractors: Contractors need to comply with the approved method statements obtained by the designer and identify any additional method statements required under the Scheduled Monument Agreement for their works, produce the method statements for approval by the Crossrail Team, submit them to the Department of Culture, Media and Sport and English Heritage for determining and comply with the contents of the approved method statement/s.</p>
<p>National Planning Policy Framework (Published March 2012)</p>	<p>Works not authorised by the Crossrail Act: Requires archaeological information to be submitted with Town and Country Planning Act applications, and planning consent may require archaeological preservation in situ or archaeological investigation works.</p>	<p>For works <u>not</u> authorised by the Crossrail Act</p> <p>Crossrail Team: Crossrail Team needs to ensure that archaeological information is included in any Town and Country Planning applications for any works not authorised by the Crossrail Act 2008. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but still needs to carry out an Assurance role.</p> <p>Designers: Designers need to include archaeological information in any Town and</p>

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		<p>Country Planning applications for any works not authorised by the Crossrail Act 2008.</p> <p>Contractors: Contractors need to include archaeological information in any Town and Country Planning applications for any works not authorised by the Crossrail Act 2008 and comply with their contents.</p>
<p>Generic Written Scheme of Investigation for Archaeology (WSI)</p>	<p>Sets out the project strategy for archaeology design, evaluation, mitigation, analysis, dissemination and archive deposition that is being adopted for the design and construction of Crossrail. It presents a general statement of objectives, standards and structure for the planning and implementation of archaeological works, including an explanation of technical terms and generic specification for the principal evaluation and mitigation strategies (including analysis, dissemination and archive deposition) to be used.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that the Generic Written Schemes of Investigation is complied with. The Crossrail Team has passed responsibility for this to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers need to comply with the Generic Written Scheme of Investigation.</p> <p>Contractors: Requirements of the Generic Written Scheme of Investigation is included in the Works Information as part of Contractors contracts.</p>
<p>Site Specific Written Schemes of Investigation (WSI)</p>	<p>Developed for each individual work site the Site Specific Written Schemes of Investigation include project background, construction impact summary and outline mitigation design, aims and objectives, scope of investigation, specific requirements for the principal contractor, instructions to the archaeological contractor, specification for evaluation and mitigation, deliverables, site monitoring and progress reports, and personnel requirements.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that site-specific Written Schemes of Investigation are in place prior to start of works affecting archaeology. The Crossrail Team has passed responsibility for these to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers need to produce and keep up-to-date site-specific Written Schemes of Investigation required for their works.</p> <p>Contractors: Contractors need to update site-specific Written Schemes of Investigation if they change the design of the works and comply with its contents.</p>

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Scheduled Monuments		
<p>Crossrail Act 2008</p>	<p>Works authorised by the Crossrail Act: Schedule 9, Paragraph 4 disapplies certain sections of the Ancient Monuments and Archaeological Areas Act 1979 including:</p> <ul style="list-style-type: none"> • powers of entry to scheduled monuments by English Heritage which are covered instead by Schedule 10, Paragraph 1 of the Crossrail Act • requirement to obtain consent for any works affecting a scheduled monument – instead a method statement is required to be approved by the Department of Culture, Media and Sport and English Heritage under the terms of the Scheduled Monument Agreement (as referred to in the Environmental Minimum Requirements, Annex 2: Planning and Heritage Memorandum, 6.5.3). <p>Works not authorised by the Crossrail Act: Crossrail Act does not apply – see Ancient Monuments and Archaeological Areas Act 1979 in Scheduled Monuments section below.</p>	<p>For works authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Scheduled Monument method statements are in place prior to start of works affecting the scheduled monument. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but needs to accept the method statements and carry out an Assurance role.</p> <p>Designers: Designers need to identify Scheduled Monument Agreements required for their works and produce the method statement.</p> <p>Contractors: Contractors need to identify Scheduled Monument Agreements required for their works, produce the method statement and comply with its contents.</p>
<p>Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983</p>	<p>Damage to a scheduled monument is a criminal offence. It also contains provision prohibiting or regulating any act or thing which would tend to injure or disfigure a monument or its amenities or disturb the public in their enjoyment of it and requires notice to be given of operations in areas of archaeological importance. The law is administered in England by English Heritage and the Department of Culture, Media and Sport.</p> <p>Works authorised by the Crossrail Act: Requirements for Scheduled Monument Consent and powers of entry are disapplied by the Crossrail Act - see Crossrail Act in Scheduled Monuments section above.</p> <p>Works not authorised by the Crossrail Act: Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983, applies in full -</p>	<p>For works <u>not</u> authorised by the Crossrail Act:</p> <p>Crossrail Team: Scheduled Monument Consent would be required. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but needs to accept the consent applications and carry out an Assurance role.</p> <p>Designers: Designers need to identify Scheduled Monument Consent required, produce the consent application and submit to the Department of Culture, Media and Sport and English Heritage for approval.</p> <p>Contractors: Contractors need to comply with Scheduled Monument Consents obtained by the designer and identify any additional Scheduled Monument Consents required for their works, produce the consent application for approval by the</p>

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	Scheduled Monument Consent would be required.	Crossrail Team, submit them to the Department of Culture, Media and Sport and English Heritage for determining and comply with the contents as granted.
Burial Grounds		
Crossrail Act 2008	<p>Crossrail Act 2008 applies for existing burial grounds (i.e. still in use or continue to have the appearance of a burial ground even though no burials may have taken place for some time). For other burials (e.g. unexpected burials, plague pits) the Burial Act 1857 applies – see Burial Act in Burial Ground section below.</p> <p>The Crossrail Act (Section 41) disapplies existing ecclesiastical law and other law for any disturbance of existing burial grounds caused by Crossrail works. Schedule 15 sets out the process for dealing with human remains and related monuments (e.g. headstones).</p>	<p>For works authorised by the Crossrail Act with impacts on existing burial grounds</p> <p>Crossrail Team: Crossrail Team need to publish notices of intent to remove human remains and monuments and then issue a licence for dealing with the remains and monuments.</p> <p>Designers: Designers need to identify works which will require removal of human remains and/ or monuments and provide a method statement for removal of the remains to the Crossrail Team for approval.</p> <p>Contractors: Contractors need to comply with approved method statements relating to the removal of human remains and/ or monuments obtained by the designer and identify any works which will result in additional impacts on human remains and/or monuments and advise the Crossrail Team. Contractors need to proceed with works in burial grounds only once instructed by the Crossrail Team and comply with any requirements as set out in approved method statements.</p>
Burial Act 1857	<p>Works authorised by the Crossrail Act: Crossrail Act 2008 applies for existing burial grounds (i.e. still in use or continue to have the appearance of a burial ground even though no burials may have taken place for some time). For other burials (e.g. unexpected burials, plague pits) the Burial Act 1857 applies.</p> <p>Works not authorised by the Crossrail Act: Burial Act 1857 applies in full and normal legislation on burial grounds applies as outlined below.</p>	<p>For works <u>not</u> authorised by the Crossrail Act and with impacts either on existing burial grounds or other burials (e.g. unexpected remains):</p> <p>Crossrail Team: Crossrail Team needs to ensure that Section 25 (Burial Act) licences are in place prior to start of works affecting the buried remains. The Crossrail Team has passed responsibility for identifying the need for and obtaining Section 25 (Burial Act) licences to design consultants and contractors but needs to carry out an Assurance role.</p>

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	<p>Burial Act 1857: Provides for the protection of buried remains (including cremated remains) from unauthorised disturbance. Applies where there is no specific provision in subsequent legislation relating to burial (e.g. Disused Burial Grounds Act - see below).</p> <p>Makes the removal of buried human remains an offence. Where disturbance or removal is necessary and unavoidable, it must be carried out in compliance with the provisions of the Act and, after obtaining a Section 25 licence for exhumation from the Secretary of State.</p> <p>Section 25 licences require the consent of the next of kin and of the grave owner unless the identity of neither is known and the grave is over 100 years old so that there is no likelihood of objection from direct descendents.</p> <p>Licence is normally subject to 'precautions' which may require observation of particular health and safety measures (e.g. use of disinfectants, oversight by environmental health officers), preservation of public decency (e.g. screening of the site), or action in the public interest (e.g. scientific examination of remains).</p> <p>Advertisement of the intention to disturb buried remains may be a pre-condition of the issue of a Section 25 licence involving multiple burials and the graves are less than 100 years old.</p> <p>The presence of buried remains cannot always be predicted, especially if the burials took place in antiquity and the location is no longer recognised as a burial ground. Where burials are discovered by accident in such circumstances, it is normal practice to issue an 1857 Act licence on application provided remains are evidently, or can be certified to be, over 100 years old, and no other relevant legislation evidently applies.,</p> <p>Removal of buried remains will only be permitted to the extent necessary to avoid their disturbance by building-related works.</p> <p>The Ministry of Justice is responsible for administering the</p>	<p>Designers: Designers need to identify any Section 25 (Burial Act) licences required and advise the Crossrail Team. In some case, designers may be requested by the Crossrail Team to assist the Contractors in obtaining the licence.</p> <p>Contractors: Contractors need to confirm any Section 25 (Burial Act) licences required for the works, complete the licence application and submit to the Ministry of Justice for approval. Contractors are responsible for obtaining any required licences. Works affecting buried remains can only proceed once a licence is obtained and contractors need to comply with any requirements of the licence/s.</p>
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<p>Disused Burial Grounds Act 1884 & Disused Burial Grounds (Amendment) Act 1981</p>	<p>legislation.</p> <p>Works authorised by the Crossrail Act: The Disused Burial Ground Act 1884 and Disused Burial Grounds (Amendment) Act 1981 do not apply where works are undertaken under the powers of the Crossrail Act.</p> <p>Works not authorised by the Crossrail Act: The Disused Burial Ground Act 1884 and Disused Burial Grounds (Amendment) Act 1981 applies in full. The Disused Burial Grounds Act 1884 & Disused Burial Grounds (Amendment) Act 1981 requires that a site that is a recognised burial ground but is not consecrated and human remains will be disturbed as the result of the construction of a building that is not an extension to a church, or as a result of non-building-related works, the Disused Burial Grounds Act 1981 applies. In this case, removal of human remains will require directions to be made from the Ministry of Justice.</p> <p>Under the Disused Burial Grounds Act 1884 and Disused Burial Grounds (Amendment) Act 1981, no building work may take place on a disused burial ground, except for the purpose of enlarging a church, chapel, meeting house or other place of worship, without an Act of Parliament. Disused means a burial ground (churtyard, cemetery or other ground (whether consecrated or not)) that has at any time been set apart for the purpose of interment and is no longer used for interments, whether or not the ground has been partially or wholly closed for burials.</p> <p>The Disused Burial Grounds (Amendment) Act 1981 requires that notices must be displayed on the land and in local newspapers giving notice of a proposal to erect a building. Where human remains have been buried within the previous fifty years, any objections from relatives or personal representatives of the deceased mean that works are not allowed. For older burials, or where there are no objections, the prior removal and reinterment or cremation of burials must be undertaken where a building is to be erected on the burial ground, unless it appears to the Secretary of State that the erection of a building on such land will not involve the</p>	<p>For works <u>not</u> authorised by the Crossrail Act with impacts on disused burial grounds:</p> <p>Crossrail Team: Crossrail Team needs to ensure that directions are made from the Ministry of Justice, the appropriate notices are published and correct procedures are followed prior to start of works affecting burial grounds. The Crossrail Team needs to carry out an Assurance role.</p> <p>Designers: Designers need to identify works which will require removal of human remains and/ or monuments from disused burial grounds and advise the Crossrail Team.</p> <p>Contractors: Contractors need to identify works which will require removal of human remains and/ or monuments from disused burial grounds and advise the Crossrail Team. Contractors need to proceed with works in disused burial grounds only once instructed by the Crossrail Team and comply with any requirements.</p>
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	<p>disturbance of any remains. The Act provides for relatives or personal representatives of the deceased to themselves remove and reinter or cremate the remains.</p> <p>The Disused Burial Grounds (Amendment) Act 1981 is not generally applied to burials more than about 500 years old. Cases for long-term retention of skeletal material in museums or similar institutions for the purpose of scientific research are considered on a case-by-case basis.</p> <p>Where the Disused Burial Grounds (Amendment) Act 1981 is applicable applications for Section 25 (Burial Act) licences are not required.</p> <p>The Disused Burial Grounds (Amendment) Act 1981 does not extend to any land to which is legally consecrated.</p>	
<p>Ecclesiastical Law</p> <p>i.e. Internal law governing various churches,. The way that such church law is legislated, interpreted and adjudicated varies widely among different types of churches.</p>	<p>Works authorised by the Crossrail Act: Ecclesiastical law does not apply where works are undertaken under the powers of the Crossrail Act. – it is disapplied by Schedule 14, Paragraph 1 of the Crossrail Act.</p> <p>Works not authorised by the Crossrail Act: Ecclesiastical law applies in full. Ecclesiastical Law requires that land that is consecrated ground and comes under the jurisdiction of the Church of England, where human remains are going to be removed, an application for the granting of a faculty from the Church, allowing the disturbance of human remains, will be required. If remains removed are to be cremated, stored above ground or not taken for reburial to another consecrated site, a Section 25 (Burial Act) licences will also be required (as described under Burial Act 1867 above).</p> <p>The faculty application for removal of human remains should specify how human remains are to be dealt with – whether they are to be reinterred in the same or a different place of burial, cremated or retained above ground for scientific study, and so on. The courts will normally require reinterment to preserve the intentions of the deceased. If remains are unexpectedly discovered which are thought to be worthy of scientific study, a</p>	<p>For works <u>not</u> authorised by the Crossrail Act with impacts on consecrated ground:</p> <p>Crossrail Team: Crossrail Team needs to ensure that a faculty is granted by the Church of England, the appropriate notices are published and correct procedures are followed prior to start of works removal of human remains from consecrated ground. The Crossrail Team needs to carry out an Assurance role.</p> <p>Designers: Designers need to identify works which will require removal of human remains from consecrated ground and advise the Crossrail Team.</p> <p>Contractors: Contractors need to identify works which will require removal of human remains from consecrated ground and advise the Crossrail Team. Contractors need to proceed with works to remove human remains from consecrated grounds only once instructed by the Crossrail Team and comply with any requirements.</p>

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	<p>variation of the provisions of the faculty must be obtained.</p> <p>Building works may only take place under a scheme under the Pastoral Measure 1983. If human remains are to be disturbed then notices, removal of remains by relatives or otherwise by the landowner, treatment of memorials, record keeping etc. must be followed.</p>	
<p>Town and Country Planning (Churches, Places of Religious Worship and Burial Grounds) Regulations 1950</p>	<p>Works authorised by the Crossrail Act: Town and Country Planning (Churches, Places of Religious Worship and Burial Grounds) Regulations 1950 do not apply where works are undertaken under the powers of the Crossrail Act.</p> <p>Works not authorised by the Crossrail Act: Town and Country Planning (Churches, Places of Religious Worship and Burial Grounds) Regulations 1950 applies in full.</p> <p>These Regulations are made under Section 28 of the Town and Country Planning Act, 1944, as amended by the Town and Country Planning Act, 1947, and replace the previous regulations made under that Section (S.I. 1948, No. 401) which applied only to land acquired or appropriated for the purposes of the 1944 Act.</p> <p>The Regulations prescribe the conditions governing the use of land, consecrated or otherwise, acquired under the Town and Country Planning Acts or appropriated for the purposes thereof and occupied or formerly occupied as churches, places of religious worship or burial grounds. The Regulations also include conditions relating to the removal and reinterment of human remains and the disposal of memorials and registers.</p> <p>Where a site is the subject of compulsory purchase, where the land consists wholly or partly of a burial ground, the land cannot be used until remains have been removed and reinterred in accordance with the prescribed procedure.</p> <p>The provisions require the serving of notices to personal</p>	<p>For works <u>not</u> authorised by the Crossrail Act with impacts on human remains or monuments and where the site is the subject of compulsory purchase (i.e. Town and Country Planning Act application) and is occupied or formerly occupied as a church, place of religious worship or burial ground:</p> <p>Crossrail Team: Crossrail Team needs to ensure that consents are in place and that notices are published and correct procedures are followed prior to start of works in accordance with the Regulations. The Crossrail Team needs to carry out an Assurance role.</p> <p>Designers: Designers need to identify works which will require removal of human remains and/ or monuments under these Regulations and advise the Crossrail Team.</p> <p>Contractors: Contractors need to identify works which will require removal of human remains and/ or monuments under these Regulations and advise the Crossrail Team. Contractors need to proceed with works in burial grounds only once instructed by the Crossrail Team and comply with any requirements.</p>

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	<p>representatives of the deceased and the denominational authority, and for publication of notices in a local newspaper. Personal representatives may then on giving notice remove the remains and monuments at the expense of the landowner; failing that, the landowner may carry out the removal and reinterment of the remains. The Regulations also contain detailed provisions as to the moving of memorials, the manner of removal, certification and record keeping.</p>	
<h2>Climate Change</h2>		
<p>Climate Change Act 2008</p>	<p>Establishes a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to make sure steps are taken towards adapting to the impact of climate change.</p>	<p>Crossrail Team: Crossrail Team has reported to Transport for London on climate change adaptation and Crossrail.</p> <p>Designers: No action required.</p> <p>Contractors: No action required.</p>
<p>Climate Change Levy (General) (Amendments) Regulations 2012</p> <p>and</p> <p>Climate Change Levy (General) (Amendments) Regulations 2013 and Amendment No.2</p> <p>AND</p> <p>Climate Change Levy (General) (Amendment) Regulations SI 2015/947</p>	<p>Tax on the use of energy in industry, commerce and the public sector, with offsetting cuts in employers' National Insurance Contributions and additional support for energy efficiency schemes and renewable sources of energy.</p> <p>The 2012 regulations amend the Climate Change Levy (General) (Regulations) 2001 in order to take account of the removal of an exemption from the climate change levy for a commodity supplied for use in a recycling process for which there is a relevant competing process and the introduction of a lower rate of climate change levy for such supplies ("recycling lower-rate supplies").</p> <p>The 2013 regulations amend the Climate Change Levy (General) (Regulations) 2001 by the introduction of carbon price support rates for the levy. They amend the Climate Change Levy (General) Regulations SI 2001/838 as a result of the introduction of a carbon floor price, which involves the establishment of new carbon price support rates (CPS rates)</p>	<p>Crossrail Team: Crossrail Team pays this tax as part of its energy bills.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors pay this tax as part of its energy bills. Contractors need to be aware of the introduction of a lower rate for recycling supplies as well as the establishment of new carbon price support rates. Contractors also need to be aware of the amendment 2 in relation to combined heat and power stations and its associated carbon price support rates. Contractors should be aware of the new formula to calculate the climate change levy when using electricity from combined heat and power stations.</p>

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	<p>of climate change levy (CCL) on coal and other solid fossil fuels, gas and liquefied petroleum gas (LPG) used to generate electricity. They also reflect the change to the reduced rate of CCL to 10% of the main levy rate on electricity for supplies of electricity made to those businesses with climate change agreements. Amendment No. 2 means that fuels used in a combined heat and power station to produce mechanical outputs of the station are not treated as being referable to the production of electricity and are therefore not subject to the carbon price support rates of the climate change levy.</p> <p>Climate Change Levy (General) (Amendment) Regulations SI 2015/947 insert a new formula into the Regulations to be used to determine the quantity of carbon price support rate commodities used to generate electricity in a combined heat and power (CHP) station that are subject to the carbon price support rates of the climate change levy.</p>	
<p>The Climate Change Agreements (Administration) Regulations 2012 and amended by</p> <p>The Climate Change Agreements (Administration) Regulations 2013</p>	<p>Climate change agreements (CCAs) are voluntary agreements containing targets for eligible industry sectors to increase energy efficiency or reduce carbon dioxide (CO2) emissions. Operators who hold a CCA are eligible to claim a discount to the Climate Change Levy (CCL) charged on their energy bills.</p> <p>The Climate Change Agreements (Administration) Regulations 2012 appoint the Environment Agency to administer climate change agreements (CCAs) entered into under Part IV of Schedule 6 to the Finance Act 2000 and set out procedures for the administration of CCAs.</p> <p>The Climate Change Agreements (Administration) Regulations 2013 amend The Climate Change Agreements (Administration) Regulations 2012 by requiring emissions to be measured in tonnes of carbon dioxide equivalent.</p>	<p>Crossrail Team: Whilst climate change agreements do not directly affect Crossrail, the Crossrail Team needs to be aware of the change of appointment of CCA's to the Environment Agency.</p> <p>Designers: No action required.</p> <p>Contractors: Whilst climate change agreements do not directly affect contractors, they do affect suppliers. Contractors need to be aware of the change of appointment of CCA's to the Environment Agency.</p>
<p>Crossrail's pledges made at the Climate Change May Day Summit 2008</p>	<p>Crossrail is a member of the Prince's Mayday Network on Climate Change, which is a collaboration of businesses with the combined aim of addressing climate change.</p>	<p>Crossrail Team: Crossrail Team has pledged to:</p> <ul style="list-style-type: none"> • Measure and report our business' carbon emissions publicly or to

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		<p>Business in the Community</p> <ul style="list-style-type: none"> • Manage our carbon emissions, develop a carbon action plan and set a reduction target • Take action to reduce our business' emissions • Encourage our employees to reduce their carbon emissions at home and at work. • Work in partnership with our suppliers to reduce carbon emission in the supply chain.
Finance Act 2015	<p>This Act amends the Finance Act 2000 as regards the rate of climate change levy payable if commodity supply is not a reduced-rate supply.</p> <p>From April 2016, the following rates apply:</p> <ul style="list-style-type: none"> o Electricity - £0.00559 per Kilowatt hour o Gas supplied by a gas utility - £0.00195 per Kilowatt hour o Any petroleum gas - £0.01251 per kilogram o Other tax - £0.01526 per kilogram 	<p>Crossrail Team: Crossrail Team pays this tax as part of its energy bills.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors pay this tax as part of its energy bills. Contractors need to be aware of the introduction of a lower rate for recycling supplies as well as the establishment of new carbon price support rates. Contractors also need to be aware of the amendment 2 in relation to combined heat and power stations and its associated carbon price support rates. Contractors should be aware of the new formula to calculate the climate change levy when using electricity from combined heat and power stations.</p>
<h2>Contaminated Land</h2>		
Environmental Protection Act 1990 Part 2A	<p>Creates a framework for the identification and remediation of contaminated land. Defines contaminated land as "substances in, on or under the land cause, or could cause, significant harm or pollution of surface waters or groundwater. Harm includes damage to people's health and property and/or the health of certain species within protected habitats.</p> <p>If activities cause or allow land to be contaminated, the persons who caused or allowed land to be contaminated (known as Class A person), or the owner or the occupier (known as Class B person) will have to prevent and/ or remediate (clean up) such damage.</p> <p>Gives powers to local authorities and the Environment Agency to identify contaminated land and take action to ensure no harm is caused.</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that contamination of land is prevented on its premises and contractors sites.</p> <p>Designers: When visiting site designers have a responsibility to ensure that contamination of land is not taking place on contractors' sites.</p> <p>Contractors: Contractors need to ensure that contamination of land is prevented on their sites.</p>

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<p>The Contaminated Land (England) (amendment) Regulations 2012</p>	<p>These Regulations amend the Contaminated Land (England) Regulations 2006.</p> <p>Regulation 2(2) of these Regulations amends the circumstances set out in regulation 3 (pollution of controlled waters) of the 2006 Regulations in which contaminated land affecting controlled waters is required to be designated as a special site. Regulation 2(2) also amends regulation 3(c) (pollution of controlled waters) of the 2006 Regulations to take account of the updated definition of "controlled waters" in section 78A(9) of the Environmental Protection Act 1990 (c. 43).</p> <p>The provisions under the Contaminated Land (England) Regulations 2006 still apply that where land is designated as contaminated, the relevant enforcing authority can serve a remediation notice on the person responsible, which requires the land to be "cleaned up".</p>	<p>Crossrail Team: If Crossrail Team is served a remediation notice for one of its premises, the Crossrail Team must comply with the notice. The Crossrail team should be made aware of the amendments with regards to controlled waters.</p> <p>Designers: Not applicable as designers do not carry out any activities which would cause contamination. The Crossrail team should be made aware of the amendments with regards to controlled waters.</p> <p>Contractors: If a contractor is served a remediation notice, the Contractor must comply with the notice. The Crossrail team should be made aware of the amendments with regards to controlled waters.</p>
<p>Contaminated Land Generic Activities Report</p>	<p>Identifies historic activities that have been undertaken along the Crossrail route and which areas are therefore at risk of land contamination. Sets out a framework for dealing with land contamination which includes undertaking risk assessments to identify contaminated land and developing and implementing remediation strategies where necessary.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that the Contaminated Land Generic Activities Report is complied with. The Crossrail Team has passed responsibility for this to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers need to comply with the Contaminated Land Generic Activities Report.</p> <p>Contractors: Requirements of the Contaminated Land Generic Activities Report are included in the Works Information as part of Contractors contracts.</p>
<p>Water Act 2004</p>	<p>Section 86 of the Act makes amendments to Part 2A of the Environmental Protection Act 1990 ("the 1990 Act") in relation to the definition of contaminated land. The definition of "contaminated land" in section 78A of the 1990 Act is amended so that, in relation to the pollution of controlled waters, for land to be determined as contaminated land, it must cause significant pollution or the significant possibility of such pollution of controlled waters.</p> <p>The following outlined in the Water Act 2003 remains unchanged</p>	<p>Crossrail Team: No action required however the Crossrail Team will need to be aware of the Water Act and how it amends some parts of the Water Industry Act.</p> <p>Designers: No action required.</p> <p>Contractors: No action required however contractors will need to be aware of the Water</p>

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	by the amendment. For example the Water Act 2003 amends the requirements in the Water Resources Act 1991 and the Water Industry Act 1991 to abstract or impound water	Act and how it amends some parts of the Water Industry Act.
Ecology		
Crossrail Act 2008	<p>Works authorised by the Crossrail Act: Section 19 disapplies the normal legal requirement to obtain consent from the local planning authority for works to, or removal of, trees protected by Tree Preservation Orders (Tree Preservation Order consent) or in Conservation Areas (Conservation Area consent) under Sections 198 (1) and 211 of the Town and Country Planning Act 1990.</p> <p>Tree works are defined in Section 19 as removal, lopping or topping of a tree and are authorised if that tree (otherwise protected by a TPO or located in a Conservation Area) is growing on land within LoD/LLAU and works are being carried out for the purposes of or in connection with the construction of Crossrail, are necessary to enable works authorised by the Crossrail Act to be maintained or for reasons of safety in connection with the operation of any railway used for the purposes of or in connection with Crossrail.</p> <p>Works not authorised by the Crossrail Act: Crossrail Act does not apply – see Town and Country Planning Act 1990 in Ecology section below.</p>	<p>For works authorised by the Crossrail Act with impacts on trees protected by TPOs or in Conservation Areas:</p> <p>Crossrail Team: No action required as Tree Preservation Order consents and Conservation Areas consents not required.</p> <p>Designers: No action required as Tree Preservation Order consents and Conservation Areas consents not required.</p> <p>Contractors: No action required as Tree Preservation Order consents and Conservation Areas consents not required.</p> <p>[Nb. Where temporary access to adjacent land is required in order to undertake works to the protected tree within LoD/LLAU, this could be arranged under the Act powers or negotiated by agreement with the landowner concerned.]</p>
Town and Country Planning Act (As Amended) 1990	<p>Works authorised by the Crossrail Act: Consent from the local planning authority for works to, or removal of, trees that are growing on land within LoD/LLAU and are protected by Tree Preservation Orders or trees in Conservation Areas, is disapplied by Section 19 of the Crossrail Act 2008 – see Crossrail Act in Ecology section above.</p> <p>Works not authorised by the Crossrail Act: Town and Country Planning Act 1990 applies in full and normal consent to do works to, or remove, trees that are protected by Tree Preservation Orders or trees in Conservation Areas, is required from the local planning authority.</p>	<p>For works <u>not</u> authorised by the Crossrail Act with impacts on trees protected by TPOs or in Conservation Areas:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Tree Preservation Order Consents/ Conservation Area Consents are in place prior to start of tree works. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors and carries out an Assurance role.</p> <p>Designers: Contractors need to identify Tree Preservation Order Consents/ Conservation Area Consents required for their works and produce the applications.</p>

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		<p>Contractors: Contractors need to comply with the Tree Preservation Order consents / Conservation Area consents obtained by the designer and identify any additional Tree Preservation Order Consents/ Conservation Area Consents required for their works, produce the applications and comply with their contents.</p>
<p>Protection of Badgers Act 1992</p>	<p>Provides protection to badgers and their setts. Licences must be obtained from Natural England if a badger sett needs to be disturbed. It is an offence to deliberately kill, persecute or trap a badger except under licence. It is an offence to interfere with a badger sett without a licence.</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that licences are in place for any works affecting badgers or their setts. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs to carry out an Assurance role.</p> <p>Designers: Not applicable.</p> <p>Contractor: Contractors need to obtain licences from Natural England for any works affecting badgers or their setts, and comply with the consent.</p>
<p>Wildlife and Countryside Act 1981 (Amended 1985 & 1991) Amended by Deregulation Act 2015</p>	<p>Provides for the protection of plants and animal species designated as protected. Offences include killing or injuring certain animals or birds, destroying rare wild plants, possessing alive or dead animals and damaging places of shelter or nests of animals or birds, unlawful methods of killing or taking animals and birds.</p> <p>Licences are required from Natural England licences to kill or take certain protected species to prevent problems; licences to carry out surveys or conservation work; licences to disturb or damage the habitat of certain strictly protected species; licences to possess or keep certain wildlife.</p> <p>It is an offence to plant, release or otherwise causes to grow in the wild, any plant which is included in Part 11 of Schedule 9 e.g. Japanese knotweed</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that protected species licences are in place for any works affecting protected species or their habitats. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, and carries out an Assurance role.</p> <p>Designers: Designers to complete protected species and invasive species surveys and provide management strategies where appropriate. Any information on these species to be provided in Works Information.</p> <p>Contractors: Contractors need to obtain licences from Natural England for any works affecting protected species or their habitats, and comply with the consent.</p>

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	<p>Part 1 of Schedule 26 of the Deregulation 2015 amends Part 3 of the Wildlife and Countryside Act 1981 in so as to alter the procedure of a definitive map of Public Rights of Way and a Local Authority may not alter a map at any time after the cut-off date.</p>	
<p>Salmon and Freshwater Fisheries Act 1975</p>	<p>It is an offence for any person who causes or knowingly permits to flow, or puts or knowingly permits to be put, into any waters containing fish or into any tributaries of waters containing fish, any liquid or solid matter to such an extent as to cause the waters to be poisonous or injurious to fish or the spawning grounds, spawn or food of fish.</p> <p>Byelaws under this Act required consent from the Environment Agency prior to removal of fish from rivers, streams, lakes or ponds.</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that pollution of fisheries is prevented on its premises and contractors' sites and that contractors have consent from the Environment Agency prior to removing any fish.</p> <p>Designers: When visiting site designers have a responsibility to ensure that pollution of fisheries is not taking place on contractors' sites.</p> <p>Contractor: Contractors need to ensure that pollution of fisheries is prevented on their sites and to obtain consent from the Environment Agency prior to removing any fish.</p>
<p>Conservation of Habitats and Species (Amendment) Regulations 2012</p>	<p>Consolidate the various amendments made to the Conservation (Natural Habitats, &c.) Regulations 1994 and 2010 in respect of England and Wales.</p> <p>Provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p> <p>Under the Regulations, competent authorities' e.g. public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.</p> <p>The Regulations make it an offence to deliberately capture, kill, disturb, or trade in the animals listed in Schedule 2, or pick, collect, cut, uproot, destroy, or trade in the plants listed in Schedule 4. Licenses are required for works that would affect these species from Natural England or the Marine Management</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that licences are in place for any works affecting animals or plants listed in the Regulations. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors and carries out an Assurance role. The Crossrail team need to be aware of the amendments in the 2012 regulation in particular the conservation of wild birds.</p> <p>Designers: Designers to complete protected species and invasive species surveys and provide management strategies where appropriate. Any information on these species to be provided in Works Information. The Crossrail team need to be aware of the amendments in the 2012 regulation in particular the conservation of wild birds.</p> <p>Contractors: Contractors need to obtain licences from Natural England for any works affecting animals or plants listed in the Regulations, and comply with the</p>

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	<p>Organisation provided that there are no satisfactory alternatives and that such actions will have no detrimental effect on wild population of the species concerned.</p> <p>The 2012 regulations amend the Conservation of Habitats and Species Regulations 2010 by placing new duties on public bodies to take measures to preserve, maintain and re-establish habitat for wild birds. These regulations also make a number of further amendments to the Conservation of Habitats and Species Regulations 2010 to ensure certain provisions of Directive 92, on the conservation of natural habitats and of wild fauna and flora, and Directive 2009 on the conservation of wild birds are implemented clearly.</p> <p>The regulations also amend the National Parks and Access to the Countryside Act 1949 to make clear that local Nature Reserves may be designated for the purposes of reestablishing bird habitat.</p>	<p>consent. The Crossrail team need to be aware of the amendments in the 2012 regulation in particular the conservation of wild birds.</p>
<p>Eels Regulations 2009</p>	<p>Licences are required from the Environment Agency to fish for eels and may be required if eels need to be removed from a river as part of Crossrail works.</p> <p>Any dams or structures constructed in rivers must allow the passage of eels and the Environment Agency must be notified. Any obstructions to the passage of eels must also be notified to the Environment Agency.</p> <p>A briefing note was released in October 2012 which provides an up-to-date position on how to enforce the Regulations. This will include power and water companies, Internal Drainage Boards as well as private individuals who own structures that may impact on how eels can migrate into and out of our rivers and estuaries</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that licences are in place for any removal of eels. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs to carry out an Assurance role. The Crossrail Team must also ensure that the Environment Agency is notified of any dams or structures to be constructed in rivers, and that the structure allows passage of eels. Any obstructions noted in rivers must also be notified to the Environment Agency. Crossrail team must be aware of the guidance published in 2012.</p> <p>Designers: Designers must ensure that the Environment Agency is notified of any dams or structures to be constructed in rivers, and that the structure allows passage of eels. Any obstructions noted in rivers must also be notified to the Environment Agency. Designers must be aware of the guidance published in 2012.</p> <p>Contractors: Contractors need to obtain licences for any removal of eels, and comply with the licence. Any obstructions noted in rivers must also be notified to the</p>

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		Environment Agency. Contractors must be aware of the guidance published in 2012.
Town and Country Planning (Tree Preservation)(England) Regulations 2012	<p>Works not authorised by the Crossrail Act: These provisions put all tree preservation orders and consolidated existing legislation into one new set of regulations. This is to provide a simpler system for authorities to use. In doing so it replaces the Town and Country Planning (Trees) Regulations 1999 but planning permissions remains unchanged and interests of amenity remains unchanged. Therefore, the Town and Country Planning (Tree Preservation) (England) Regulations 2012 applies in full and normal consent to do works to, or remove, trees that are protected by Tree Preservation Orders or trees in Conservation Areas, is required from the local planning authority.</p>	<p>For works <u>not</u> authorised by the Crossrail Act</p> <p>Crossrail Team: Same implementation as outlined in the second entry of the ecology section i.e. The Town and Country Planning Act 1990-For works <u>not</u> authorised by the Crossrail Act with impacts on trees protected by TPOs or in Conservation Areas.</p> <p>Designers: Same implementation as outlined in the second entry in the ecology section i.e. The Town and Country Planning Act 1990-For works <u>not</u> authorised by the Crossrail Act with impacts on trees protected by TPOs or in Conservation Areas.</p> <p>Contractors: Same implementation as outlined in the second entry of the ecology section i.e. The Town and Country Planning Act 1990-For works <u>not</u> authorised by the Crossrail Act with impacts on trees protected by TPOs or in Conservation Areas.</p>
Hedgerows Regulations 1997	<p>Make provisions for important hedgerows which have existed for more than 30 years.</p> <p>Removal of “important” hedgerows requires prior approval of the local authority.</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that hedgerow removal is approved prior to removal. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs to carry out an Assurance role.</p> <p>Designers: Not applicable.</p> <p>Contractors: Contractors need to obtain approval from the local authority for any works to remove hedgerows, and comply with the approval.</p>
The Mayor’s Biodiversity Strategy	Sets out policies and proposals for protecting London’s biodiversity, in particular with relevance to Crossrail: protecting habitats, conserving species, mitigation and compensation, greening new developments, brownfield biodiversity. The	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an</p>

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	<p>strategy also sets out how the Thames and other London waterways will be managed.</p>	<p>Assurance role.</p> <p>Designers: Designers are required to minimise impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise impacts and identify opportunities for improvement.</p>
<p>Transport for London- London Underground Biodiversity Action Plan 2010</p>	<p>Sets out objectives to conserve, and where possible to enhance the biodiversity value of London Underground property and to increase awareness amongst staff and the travelling public of biodiversity in London. It is hoped that through this plan LU contributes to the conservation of locally, regionally and nationally important species and habitats along its network, as well as making the natural environment accessible for Londoners.</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers are required to minimise impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise impacts and identify opportunities for improvement.</p>
<p>Crossrail General Ecological Management Plan</p>	<p>The Crossrail General Ecological Management Plan applies to all works being undertaken under the powers of the Crossrail Act (including enabling works, main works and systems and rolling stock works) during the design, construction and restoration phases.</p> <p>It details the ecological measures that will be taken at all worksites (insofar as they are relevant) during the construction of Crossrail to ensure compliance with the Crossrail Environmental Minimum Requirements. The measures presented in the General Ecology Management Plan will form the basis for the preparation of site specific Environmental Management Plans, that are submitted with Schedule 7 consent applications for information only. To ease cross reference, each of the generic measures have been allocated a unique code. It is recognised that the site specific Environmental Management Plans will also include any additional specific ecological measures to be applied at each site. This will be particularly relevant to the Environmentally Sensitive Worksites defined in</p>	<p>Crossrail Team: Crossrail Team needs to ensure that the General Ecological Management Plan is complied with. The Crossrail Team has passed responsibility for this to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers need to comply with the General Ecological Management Plan when producing site specific Environmental Management Plans (EMPs) as part of the package of Schedule 7 requests for approval required for their works and when drafting Works Information (site-specific requirements) for contractors.</p> <p>Contractors: Contractors need to comply with requirements of the General Ecological Management Plan as included in the Works Information.</p>

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<p>Natural Environment and Rural Communities Act 2006</p> <p>AND</p> <p>The Public Bodies (Abolition of the Commission for Rural Communities) Order 2012.</p>	<p>the Environmental Minimum Requirements.</p> <p>Section 40 (4) puts a duty on public authorities to have “regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity”. “Conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat”.</p> <p>The body known as the Commission for Rural Communities established by section 17 of the Natural Environment and Rural Communities Act 2006 is abolished.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that conserving biodiversity is implemented throughout the project. The Crossrail Team has passed responsibility for this to design consultants and contractors but still carries out an Assurance role.</p> <p>Designers: Designers need to identify ecological enhancement opportunities as part of Crossrail’s Environmental Objectives and Targets. Ecological enhancement opportunities need to be incorporated into design as practically possible and distributed to the contractors during construction.</p> <p>Contractors: Contractors need to comply with the requirements of Section 40 (4) of the Natural Environment and Rural Communities Act 2006 and incorporate any ecological enhancement design requirements into construction.</p>
<p>DEFRA consultation- Biodiversity offsetting in England: Green Paper</p>	<p>This consultation sets out proposals for biodiversity offsetting and how it might be introduced in England.</p> <p>The consultation provides an overview of biodiversity offsetting, explores how it might operate, and introduces the key issues that would need to be addressed.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that conserving biodiversity is implemented throughout the project. The Crossrail Team has passed responsibility for this to design consultants and contractors but still carries out an Assurance role.</p> <p>Designers: Designers need to identify ecological enhancement opportunities as part of Crossrail’s Environmental Objectives and Targets. Ecological enhancement opportunities need to be incorporated into design as practically possible and distributed to the contractors during construction.</p> <p>Contractors: Contractors need to be aware of the offsetting consultation.</p>
<p>Infrastructure Act Part 4 Schedule 9A</p>	<p>Part 4 of this Act amends the Wildlife and Countryside Act 1981 in order to add a new schedule into that Act which contains provisions on species agreements and orders</p> <p>The new schedule 9A:</p> <ul style="list-style-type: none"> - Making of species control agreements in relation to invasive non-native species. These agreements are to eradicate or control a species on a premises - Provides for an environment authority to make a species control order in relation to an invasive non-native species - Sets out that species control order must require an 	<p>Crossrail Team: The Crossrail Team needs to be aware that a species control agreement can be made on premises or land managed or owned by Crossrail by the Environment Agency. Invasive species are most likely to occur on the sections outside of the central delivery section such as network rail.</p> <p>Designers: This is not applicable to the designers</p> <p>Contractors: Contractors need to be aware of any species control agreements which have been placed on their worksites by the Environment Agency. If invasive</p>

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	<p>owner to carry out species control operations</p> <ul style="list-style-type: none"> - Provides powers for any authorised person to enter any premises in connection with schedule 9A - The secretary of state must issue a code of practice in relation to species control <p>Part 4 contains amendments to the Full Text of Schedule 9 to the Wildlife and Countryside Act 1981 in order to redefine the lists of animals contained in that Schedule. As a result, instead of a list of animals which are established in the wild, there will be three new lists on:</p> <ul style="list-style-type: none"> - non-native animals which are established in the wild; - native animals; - animals no longer normally present. 	<p>species are found, these should be raised through the Crossrail RIVO Incident System as appropriate.</p>
<h2>Energy</h2>		
<p>Energy Performance of Buildings Regulations 2010</p>	<p>Require building owners to make an energy performance certificate available for buyers or tenants and to inspect air conditioning systems regularly.</p>	<p>Crossrail Team: Buildings owned by the Crossrail Team must ensure that air conditioning is inspected regularly and, if accessed by the public, have a display energy certificate on show.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors site buildings may need an energy performance certificate and inspect any air conditioning regularly.</p>
<p>Energy Performance of Buildings (Certificates and Inspections) (England and Wales (Amendment) Regulations 2012</p> <p>And</p>	<p>These Regulations amend the Energy Performance of Buildings (Certificates and Inspections) (England and Wales) Regulations 2007.</p> <p>The Energy Performance of Buildings (Certificates and Inspections) (England and Wales) (Amendment) Regulations SI 2012 will make it mandatory for owners of air conditioned</p>	<p>Crossrail Team: Buildings owned by the Crossrail Team must ensure that inspection reports of air-conditioning systems are lodged on the England and Wales Central Register and be aware of the fees initiated. Crossrail Team also needs to be aware of the possibility of revised provisions surrounding the green deal.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices</p>

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<p>Energy Performance of Buildings (England and Wales) etc. (Amendment) Regulations SI 2013/10 And Energy Performance of Buildings (England and Wales) (Amendment) (Fees) Regulations SI 2013/603 And Energy Performance of Buildings (England and Wales) (Amendment) Regulations Si 2015/609</p>	<p>buildings to lodge inspection reports of air-conditioning systems (above 12kW) on the England and Wales Central Register kept on behalf of the Secretary of State.</p> <p>They also make a number of changes to the system of compliance and enforcement in respect of energy performance certificates, in particular by extending the compliance and enforcement regime (which currently only applies to domestic sales) to all buildings marketed for sale or rent.</p> <p>The Energy Performance of Buildings (England and Wales) etc. (Amendment) Regulations SI 2013/10 amend the:</p> <ul style="list-style-type: none"> o Building Regulations SI 2010/2214; o Energy Performance of Buildings (England and Wales) Regulations SI 2012/3118, <p>in connection with the green deal energy efficiency scheme.</p> <p>Specifically, the amendment to the Energy Performance of Buildings (England and Wales) Regulations SI 2012/3118 makes sure that information about green deal plans are included in the Energy Performance Certificate (EPC) for a property with a green deal plan.</p> <p>The Energy Performance of Buildings (England and Wales) (Amendment) (Fees) Regulations SI 2013/603 amend the Energy Performance of Buildings (England and Wales) Regulations SI 2012/3118 to set new fees for entering documents on the register which the Secretary of State must maintain under those Regulations.</p> <p>Fees are charged for entering such documents onto the register, in order to meet the costs needed to operate it.</p> <p>This is the first increase in these fees since their introduction.</p> <p>Energy Performance of Buildings (England and Wales)</p>	<p>Contractors: Contractors need to lodge air conditioning inspection reports on England and Wales Central Register for their site compounds where air-conditioning systems are above 12kW and be aware of the fees initiated. For rented buildings and buildings that Contractors own, contractors need to be aware of the revision to provisions of the green deal which may affect the buildings</p>
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	<p>(Amendment) Regulations Si 2015/609 amend the:</p> <ul style="list-style-type: none">○ Energy Performance of Buildings (England and Wales) Regulations SI 2012○ By: Make sure the energy performance indicator of the building is included in any commercial advertisements of the property for sale and rent○ Setting revised fees○ Change some wording to match Directive 2010/31/EU	
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Learning Legacy Document

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<p>Building Regulations 2000 (as amended) and Building Regulations &c. (Amendment) Regulations 2012 and Building (Amendment) Regulations 2013</p>	<p>Part L of these Regulations make specific provisions for energy efficiency of buildings.</p> <p>These regulations are disapplied by Schedule 14, Paragraph 8 of the Crossrail Act.</p> <p>These Regulations will come fully into force on 31 December 2020 and apply to England and to certain buildings in Wales.</p> <p>They began to come into force on 9 January 2013 and further provisions will come into force throughout 2013.</p> <p>Directive 2010/31/EU is a recast of Directive 2002/91/EC, on the same subject, and is designed to increase the energy efficiency of buildings, reduce their carbon emissions and lessen the impact of climate change.</p> <p>The 2013 amendment specifically add regulations that transpose Directive 2010/31/EU to the list of regulations that cannot be dispensed with or relaxed under the Building Act 1984; and include new bodies authorised as scheme operators to the list of bodies set out in the Full Text of Schedule 3 to the Building Regulations SI 2010/2214 in relation to certain types of building work.</p>	<p>Crossrail Team: No action required.</p> <p>Designers: Design consultants need to be aware of the requirements.</p> <p>Contractors: Contractors need to be aware of the regulations</p>
<p>Energy Act 2011 and Energy Act 2011 (Commencement No. 1 and saving) Order 2012 AND Energy Act 2011 (Commencement No.3) Order</p>	<p>The Energy Act enables the provision of fixed improvements to energy efficiency of households and non-domestic private rented properties. The Act amends existing powers in the Gas Act 1986, Electricity Act 1989 and Utilities Act 2000. Through a financial framework “The Green Deal” the act improves energy efficiency and enables low carbon technologies where a charge will be applied to the Energy Bill.</p> <p>The 2012 order brings into force the provisions of Chapter 1</p>	<p>Crossrail Team: For rented buildings and buildings that the Crossrail team own, the team need to be aware of the possibility of implementation of energy efficiency improvements need to be aware of the possibility of revised provisions surrounding the green deal.</p> <p>Designers: No action required.</p> <p>Contractors:</p>

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	<p>of Part 1 of the Energy Act 2011, which relate to the green deal including early repayment of green deal finances. It also includes measures relating to upstream petroleum infrastructure, downstream gas-processing facilities and carbon dioxide pipeline, as well as bringing into force s. 118 of the Act- which concerns the amendment and repeal of measures relating to home energy efficiency.</p> <p>Please refer to Green Deal Order below.</p> <p>Energy Act 2011 (Commencement No.3) Order brings into force sections 42-53 which contains provisions regarding the private rented sector, which means that from April 2016, private residential landlords cannot refuse a tenant's request for consent to energy efficiency improvements where a finance package, such as the green deal, is available. In addition, from April 2018, it will be illegal to rent out residential or business premises that do not reach a minimum energy efficiency standard</p>	<p>For rented buildings and buildings that Contractors own, contractors need to be aware of the possibility of implementation of energy efficiency improvements and need to be aware of the revision to provisions of the green deal which may affect the buildings. .</p>
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<p>Green Deal (Energy Efficiency Improvements) Order 2012</p>	<p>It sets out sources of energy and types of microgeneration measures for the purpose of defining "energy efficiency improvements" under the Energy Act 2011.</p> <p>The Energy Act 2011 provides for a new type of arrangement for the installation of energy efficiency measures, called a "green deal plan". Under a green deal plan, energy efficiency measures are installed in a property and then paid for wholly or partly in installments which are collected via electricity bills for the property.</p>	<p>Crossrail Team: For rented buildings and buildings that the Crossrail team own, the team need to be aware of the possibility of implementation of energy efficiency improvements need to be aware of the possibility of revised provisions surrounding the green deal.</p> <p>Designers: No action required.</p> <p>Contractors: For rented buildings and buildings that Contractors own, contractors need to be aware of the possibility of implementation of energy efficiency improvements and need to be aware of the revision to provisions of the green deal which may affect the buildings.</p>
<p>Heat Network (Metering and Billing) (Amendment) Regulations 2015</p>	<p>The Heat Network (Metering and Billing) (Amendment) Regulations 2015 amend the 2014 Regulations. Changes include extending the deadline for heat network operators to notify National Measurement Office of their systems from 30th April 2015 to 31 December 2015.</p>	<p>Crossrail Team: This requirement does not affect the Crossrail Team as any district heating systems will take place on the contractor's site.</p> <p>Designers: Ensure the design for a district heating system such as at Charterhouse Square includes a billing meter in line with the regulations.</p> <p>Contractors: Contractors should be aware of these regulations should they be involved in installing a district heating system such as at Charterhouse Square on behalf of Crossrail. The design of the system should be checked to ensure it complies with these regulations and the National measurement has been notified as required</p>
<h2>Heritage Buildings</h2>		
<p>Crossrail Act 2008</p>	<p>Works authorised by the Crossrail Act: Section 16 and Schedule 9 disapply and modify "normal" legislation for listed buildings (i.e. Town & Country Planning (Listed Buildings and Conservation Areas) Act 1990) as follows:</p> <ul style="list-style-type: none"> For the Listed Buildings listed in Paragraph 1 of Schedule 9, Listed Building consent from the local planning authority is not required for the works listed in that table. Instead an approval under the Heritage Deed is required which includes a method statement which requires approval from the local 	<p>For works authorised by the Crossrail Act</p> <p>Crossrail Team: Crossrail Team needs to ensure that all works to Listed Buildings listed in Paragraph 1 and 2 of the Crossrail Act have a Heritage Method Statement agreed by the local planning authority prior to start of works to the building. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but still needs to carry out an Assurance role.</p>

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	<p>planning authority</p> <ul style="list-style-type: none"> • For demolition of buildings in Conservation Areas listed in Paragraph 1 of Schedule 9, Conservation Area Consent is not required from the local authority • For Listed Buildings listed in Paragraph 2 of Schedule 9 which may be affected by settlement - instead an approval under the Heritage Deed is required which includes a method statement which requires approval from the local planning authority <p>Schedule 9 effectively disapplies English Heritage's normal rights of entry so Section 17 and Schedule 10 give details regarding rights of entry to English Heritage.</p> <p>Works not authorised by the Crossrail Act: Crossrail Act does not apply – see Town & Country Planning (Listed Buildings and Conservation Areas) Act 1990 in Heritage section below.</p>	<p>Schedule 10, Paragraph 2 requires Crossrail to give at least 8 weeks notice of demolition of any Listed Building listed in Schedule 9.</p> <p>Crossrail Team are to allow English Heritage to observe works to Listed Buildings or Conservation Areas provided that it is safe to do so.</p> <p>Designers: Contractors need to identify works that require a Heritage Method Statement and produce the method statement.</p> <p>Contractors: Contractors need to comply with Heritage Method Statements obtained by the designer and identify any additional works that require a Heritage Method Statement, produce the method statement and comply with its contents. Contractors are to allow English Heritage to observe works to Listed Buildings or Conservation Areas provided that it is safe to do so.</p>
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<p>Town & Country Planning (Listed Buildings and Conservation Areas) Act 1990</p>	<p>Works authorised by the Crossrail Act: Requirements for Listed Building Consent and Conservation Area Consent are disapplied for certain works by the Crossrail Act - see Crossrail Act in Heritage section above.</p> <p>Works not authorised by the Crossrail Act: Town & Country Planning (Listed buildings and Conservation areas) Act 1990, applies in full. It is a criminal offence to:</p> <ul style="list-style-type: none"> • carry out any works of alteration or extension to a listed building in any manner which would affect its special interest, internally or externally • demolish all or part of a listed building or of a building in a conservation area. <p>Carrying out such works without permission (Listed Building Consent or Conservation Area Consent) leaves the owner, developer and building contractor liable to prosecution, fines and imprisonment. The local authority can also require the person responsible to restore the building to its state before work commenced or to carry out works to mitigate the effects of the damage under a 'listed building enforcement notice'.</p>	<p>For works <u>not</u> authorised by the Crossrail Act with impacts on Listed Buildings or in Conservation Areas</p> <p>Crossrail Team: Crossrail Team needs to ensure that Listed Buildings Consents and Conservation Area consents are in place prior to start of works to the building. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but still needs to carry out an Assurance role.</p> <p>Designers: Designers need to identify that Listed Buildings Consents and Conservation Area consents required for their works and produce the application.</p> <p>Contractors: Contractors need to comply with Listed Buildings consents and Conservation Area consents obtained by the designer and identify any additional Listed Buildings Consents and Conservation Area consents required for their works, produce the application and comply with its contents.</p>
<p>National Heritage Act 1983</p>	<p>Works authorised by the Crossrail Act: English Heritage's rights of entry are disapplied by the Crossrail Act - see Crossrail Act in Heritage section above.</p> <p>Works not authorised by the Crossrail Act: National Heritage Act 1983 applies in full. Gives various powers to English Heritage to secure the preservation of ancient monuments and historic buildings situated in England.</p>	<p>For works <u>not</u> authorised by the Crossrail Act</p> <p>Crossrail Team: Crossrail Team are to allow English Heritage to observe works to Listed Buildings or Conservation Areas.</p> <p>Designers: No action required.</p> <p>Contractors: Contractors are to allow English Heritage to observe works to Listed Buildings or Conservation Areas.</p>
<p>London Squares Preservation Act 1931</p>	<p>Works authorised by the Crossrail Act: Disapplies sections 3 and 9 of the London Squares Preservation Act 1931 to allow Crossrail works in London Squares.</p>	<p>For works <u>not</u> authorised by the Crossrail Act</p> <p>Crossrail Team: Crossrail Team needs to ensure that mitigation is included in any Town and Country Planning applications for any works in London Squares not</p>

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	<p>Works not authorised by the Crossrail Act:</p> <p>London Squares Preservation Act 1931 applies in full. London Squares Preservation Act 1931 limits the use of London Squares. Works in London Squares would be a “material consideration” when the Local Authority considers planning applications.</p>	<p>authorised by the Crossrail Act 2008. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but still needs to carry out an Assurance role.</p> <p>Designers: Designers need to include mitigation in any Town and Country Planning applications for any works in London Squares not authorised by the Crossrail Act 2008.</p> <p>Contractors: Contractors need to comply with any mitigation included in Town and Country Planning Act consents obtained by the designer include identify any addition mitigation required as part of subsequent Town and Country Planning applications for any works in London Squares not authorised by the Crossrail Act 2008 and comply with their contents.</p>
<p>Noise and Nuisance</p>		
<p>Crossrail Act 2008</p>	<p>Section 20 modifies Sections 60 and 61 of the Control of Pollution Act 1974 so that appeals are determined by the Secretary of State or arbitration rather than by a magistrates’ court.</p> <p>Section 21 disapplies normal legal powers (Environmental Protection Act 1990 section 82(2) for persons aggrieved by an alleged statutory nuisance to apply to the magistrates court for an order to abate noise nuisance from Crossrail works provided that works are in accordance with a notice or consent issued by the local authority under section 60, 61 or 65 of the Control of Pollution Act 1974. It also removes normal legal powers to impose a fine.</p>	<p>Crossrail Team: If any appeals are made under Sections 60 or 61 of the Control of Pollution Act 1974 they need to be made to the Secretary of State or arbitration.</p> <p>Designers: Not applicable to designers.</p> <p>Contractors: If any appeals are made under Sections 60 or 61 of the Control of Pollution Act 1974 they need to be made to the Secretary of State or arbitration.</p>
<p>Clean Neighbourhoods and Environment Act 2005 Part 7</p>	<p>Deals with noise nuisance and provides local authorities with powers to deal with:</p> <ul style="list-style-type: none"> • noise from intruder alarms; (local authorities can designate all or any part of its area as an alarm notification area). • complaints about noise constituting a statutory nuisance before an abatement notice is issued. 	<p>Crossrail Team: If Crossrail Team owns or occupies any premises within an alarm notification area, the local authority will need to be given a nominated key holders details as well as other relevant information stipulated in the Act.</p> <p>Designers: Not applicable to designers.</p>

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		<p>Contractors: If Contractors own or occupy any premises within an alarm notification area, the local authority will need to be given a nominated key holders details as well as other relevant information stipulated in the Act.</p>
Noise and Statutory Nuisance Act 1993	<p>Inserts into the EPA 1990 provisions for dealing with noise emitted from vehicles, machinery or equipment in streets.</p> <p>Where the local authority is satisfied that a statutory nuisance exists, or is likely to occur or recur, it must serve an abatement notice on the person responsible for the nuisance.</p>	<p>Crossrail Team: No action required.</p> <p>Designers: No action required.</p> <p>Contractors: No action required.</p>
London Local Authorities Act 1991 Part 4	<p>Any owner or occupier of a premises in a London borough who installs an audible alarm must:</p> <ul style="list-style-type: none"> • make sure that the alarm is fitted with a device that prevents it from operating audibly to those living or working near the premises in question, for more than 20 minutes after its activation; • notify the police of the names and addresses of the nominated key-holders; • notify the London borough council within 48 hours of its installation; • inform the London borough council of the address of the police station, to which notification of the key-holders has been given. <p>Anyone who becomes the owner or occupier of a premises in a London borough which has an audible intruder alarm installed, must not allow its operation unless:</p> <ul style="list-style-type: none"> • it is fitted with a device that prevents it from operating audibly to those living or working near the premises in question, for more than 20 minutes after its activation; • they have notified the police of the names and addresses of the nominated key-holders; • informed the council of the address of the police station, to which notification of the key-holders has been given. 	<p>Crossrail Team: Crossrail Team needs to meet these requirements for any Crossrail premises with audible intruder alarms.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to meet these requirements for any sites with audible intruder alarms.</p>

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<p>Control of Pollution Act 1974</p> <p>Amended by the Deregulation Act 2015</p>	<p>Enables a local authority to serve a Section 60 notice on a person (this includes a company) who is carrying out, or who are planning to carry out, works of construction, demolition, road-works, railway maintenance etc. in order to control the noise from those operations.</p> <p>Also enables those carrying out such works to apply to the local authority for a Section 61 consent for the works. The application must contain particulars of (a) the works to be carried out and (b) the steps proposed to be taken to minimise noise resulting from the works. The local authority may include conditions on the consent when granted.</p> <p>A <u>person</u> who knowingly permits works to be carried out in contravention of a condition of the section 61 consent will be guilty of a criminal offence under the Act.</p> <p>A local authority may designate noise abatement zones (NAZ) by means of a Noise Abatement Order. The authority may take steps to reduce noise coming from any premises within the NAZ by serving a 'noise reduction notice'. This can specify the types of plant and machinery, permitted hours of operation, boundary noise levels etc. Exceeding of noise levels is an offence.</p> <p>Part 5 of the Full Text of Schedule 13 of the Deregulation Act 2015 contains an amendment which removes the power for local authorities in England and Wales to designate an area as a noise abatement zone. This is done through various amendments to the Control of Pollution Act 1974.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that Section 61 consents are in place prior to start of works and that contractors are complying with the consents. The Crossrail Team need to comply with the incident procedure.</p> <p>Designers: Not applicable as will not be undertaking such works.</p> <p>Contractors: Contractors need to obtain and comply with Section 61 consents. Contractors need to comply with the incident requirements in the Works Information.</p>
<p>Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996</p>	<p>Impose a duty on the authority responsible for constructing or adding to a transport system, to provide certain buildings with insulation against noise, or to make a grant for such work to be carried out in certain nearby residential buildings if the criteria specified in the Regulations are met. (They do not apply to noise resulting from ground-borne vibration.)</p> <p>On Crossrail this is dealt with through Undertakings and Assurances relating to Crossrail Information Paper: D26 – Surface Railway Noise and Vibration.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that noise insulation is provided to eligible properties.</p> <p>Designers: Designers need to identify which properties are eligible for noise insulation and inform the Crossrail Team.</p> <p>Contractors: Not applicable.</p>

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<p>The Mayor's Ambient Noise Strategy</p>	<p>Measures to improve the ambient noise environment in London. Of particular relevance to Crossrail are:</p> <ul style="list-style-type: none"> - Encouraging quieter vehicles - Development of a Traffic Noise Action Plan - Seeking to improve railway track quality on national rail and Underground - Promoting development over or alongside suitable roads and railways to protect wider areas from noise - Reducing noise through better planning and design. 	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers are required to minimise impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise impacts and identify opportunities for improvement.</p>
<p>DEFRA: Crossrail: Non-statutory guidelines for the determination of appeals in relation to noise from construction sites</p>	<p>Section 20 of the Crossrail Act (2008) modifies the operation of sections 60 and 61 of the Control of Pollution Act 1974. The modifications make provisions that appeals made pursuant to section 60 and section 61 of COPA shall, according to section 20 of the Act, be determined by the secretary of state, or if the parties agree, by arbitration rather than by a magistrates court.</p> <p>Provides guidance on the process for appeals against Sections 60 and 61 of the Control of Pollution Act 1974 to the Secretary of State, or if the parties agree, by arbitration rather than by a magistrates court.– see Crossrail Act in Noise section above.</p>	<p>Crossrail Team: Ensure that any appeals against Sections 60 and 61 of the Control of Pollution Act 1974 comply with the guidance.</p> <p>Designers: Not applicable.</p> <p>Contractor: Ensure that any appeals against Sections 60 and 61 of the Control of Pollution Act 1974 comply with the guidance.</p>
<p>Noise & Vibration Guidance Note CoPA 1974 Section 61 Consent Applications</p>	<p>Guidance agreed with local authorities on how Section 61 consents will be managed on Crossrail.</p>	<p>Crossrail Team: Crossrail Team has passed responsibility for the Section 61 consents process to contractors, but needs to carry out an Assurance role to ensure that Section 61 consents are managed in accordance with this guidance.</p> <p>Designers: Not applicable.</p> <p>Contractors: Contractors need to obtain and comply with Section 61 consents in accordance with the Works Information.</p>
<p>Control of Noise (Code of Practice for Construction and Open Sites) Order SI 2015/227</p>	<p>Control of Noise (Code of Practice for Construction and Open Sites) Order SI 2015/227 approves two parts of a British Standards Institution (BSI) code of practice on noise and vibration:</p> <ul style="list-style-type: none"> o Part 1: Noise, numbered BS 5228-1:2009, which 	<p>Crossrail Team: Crossrail Team has passed responsibility for the Section 61 consents process to contractors, but needs to carry out an Assurance role to ensure that Section 61 consents are managed in accordance with this guidance.</p> <p>Designers:</p>

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	<ul style="list-style-type: none"> ○ came into effect on 21 February 2014 ○ Part 2: Vibration, numbered BS 5228-2:2009, which came into effect on 3 June 2014. 	<p>Not applicable.</p> <p>Contractors: Contractors need to obtain and comply with Section 61 consents in accordance with the Works Information.</p>
<h2>Other Environment Topics</h2>		
<p>Environmental Damage (Prevention and Remediation) Regulations 2009</p>	<p>Aim to prevent environmental damage by imposing obligations on operators to prevent, limit or remediate environmental damage. Defines damage as damage to protected species, natural habitats, sites of special scientific interest, water and land.</p> <p>An operator of an activity that causes an imminent threat of environmental damage, or a threat that may become environmental damage, must immediately:</p> <ul style="list-style-type: none"> • take all necessary steps to prevent the damage; and • notify all relevant details to the appropriate enforcing authority. <p>Where environmental damage has already been caused by an activity, the operator must:</p> <ul style="list-style-type: none"> • take all necessary steps to prevent further damage; and • notify all relevant details to the appropriate enforcing authority. 	<p>Crossrail Team: Crossrail Team needs to prevent environmental damage to protected species, natural habitats, sites of special scientific interest, water and land, and if any damage occurs on its premises it needs to notify the appropriate enforcing authority.</p> <p>Crossrail Team has passed responsibility for notifying the appropriate enforcing authority of damage to contractors and needs to ensure that this has been done.</p> <p>Designers: Not applicable as designers activities highly unlikely to result in environmental damage.</p> <p>Contractor: Contractors need to prevent environmental damage to protected species, natural habitats, sites of special scientific interest, water and land, and if any damage occurs on their sites they need to notify the appropriate enforcing authority.</p>
<p>Environmental Protection Act 1990</p>	<p>Part 3 defines statutory nuisance as something that can be prejudicial to peoples' health or can interfere with their legitimate use and enjoyment of land. It can arise from:</p> <ul style="list-style-type: none"> • any premises in a poor state or condition; • smoke • fumes or gases • any dust, steam or other effluvia • any accumulation or deposit • insects • artificial light • noise 	<p>Crossrail Team: Where a local authority believes that a statutory nuisance exists arising from any activity that Crossrail carries out it can serve an abatement notice which Crossrail will need to comply with.</p> <p>Designers: Highly unlikely that designers would create a statutory nuisance. Designers should be cognisant of statutory nuisance issues when undertaking their design to reduce risk of statutory nuisance claims during operation of the railway.</p> <p>Contractors:</p>

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	<p>Local authorities have powers to investigate any complaints and if it believes it amounts to a statutory nuisance it must serve an abatement notice on the person responsible, which:</p> <ul style="list-style-type: none"> • requires the abatement of the nuisance, or the prohibition or restriction of its occurrence or recurrence; • requires the execution of any work, and the taking of any steps necessary; • specifies the times within which the requirements of the notice must be complied with. <p>An abatement notice will be served on either the person responsible for the nuisance, or on the owner or occupier of the premises responsible for the nuisance. Anyone who is served an abatement notice has 21 days in which to appeal.</p> <p>It is an offence for anyone to fail to comply with an abatement notice and anyone doing so may be liable on summary conviction, to a fine of up to level five on the standard scale, with a further fine of one-tenth of that level for each additional day the offence continues.</p> <p>Anyone guilty of failing to comply with an abatement notice on without reasonable excuse, may be liable on summary conviction, to a fine of up to £20,000.</p> <p>For noise nuisance see also Clean Neighbourhoods and Environment Act 2005 and Noise and Statutory Nuisance Act 1993 in the Noise section.</p> <p>Works authorised by the Crossrail Act: Powers for abatement orders to be issued for noise nuisance by magistrates' courts (section 82(2) of the Environmental Protection Act 1990) are disapplied by the Crossrail Act - see Crossrail Act entry under Statutory Nuisance above.</p> <p>Works not authorised by the Crossrail Act: Environmental Protection Act 1990 applies in full and normal powers for abatement orders to be issued for noise nuisance by magistrates' courts (section 82(2) of the Environmental Protection Act 1990) apply.</p>	<p>Where a local authority believes that a statutory nuisance exists arising from any activity that a contractor carries out it can serve an abatement notice which the contractor will need to comply with.</p>
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Pollution Prevention and Control Act 1999	Makes provisions for prevention and control of pollution from various activities for which an environmental permit is required – see Environmental Permitting Regulations in “Relevant to all environmental topics” section below.	See Environmental Permitting Regulations in “Relevant to all environmental topics” section below.
Environmental Permitting Regulations 2007 (amended The Environmental Permitting (England and Wales) Regulations 2010)	An environmental permit is required for: <ul style="list-style-type: none"> • blending cement in bulk, bagging it or using it in bulk for batching ready-mixed concrete or the manufacture of concrete blocks or other cement products, but this is exempt at a construction site • discharges to surface water and groundwater – see Environmental Permitting Regulations in Water section • waste treatment and storage – see Environmental Permitting Regulations 2010 in Waste section. 	<ul style="list-style-type: none"> • See Environmental Permitting Regulations in Water section • See Environmental Permitting Regulations 2010 in Waste section
Environmental Information Regulations	<p>Establish an access regime which allows people to request environmental information from public authorities.</p> <p>All environmental information held by a public authority must be progressively made available to the public by easily accessible electronic means.</p> <p>They must make this information available on request within 20 or 40 days, depending on its complexity and volume.</p>	<p>Crossrail Team: Crossrail Team will need to make requested information available within the stipulated timeframe.</p> <p>Designers: Designers must refer any request for information from the public to the Crossrail Team.</p> <p>Contractors: Contractors must refer any request for information from the public to the Crossrail Team.</p>

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<p>Crossrail Environmental Statement (volume 1 to 9) (February 2005), and Supplementary Environmental Statements and Amendment of Provisions Environmental Statements published subsequently: SES1 May 2005 SES2 January 2006 SES3 November 2006 SES4 May 2007 APES1 January 2006 APES2 May 2006 APES3 November 2006 APES4 May 2007</p>	<p>Works authorised by the Crossrail Act:</p> <p>The Crossrail Environmental Statement sets out the likely environmental impacts associated with the project and mitigation for those impacts. It is supported by Supplementary Environmental Statements and Amendments of Provisions Environmental Statements. The ES was submitted to Parliament with the Crossrail Bill and deals with all likely impacts including landscape, visual, ecology, traffic and transport, noise and vibration, community.</p> <p>The Crossrail Environmental Minimum Requirements (EMR) (General Principles, section 1.3) state that 'It is the intention of the Secretary of State to carry out the project so that its impact is as assessed in the Environmental Statement (ES). The controls contained in the EMR along with powers contained in the Act and the Undertakings given by the Secretary of State will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:</p> <ul style="list-style-type: none"> • results from a change in circumstances which was not likely at the time of the ES; or • would not be likely to be environmentally significant; or • results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment; or • would be considered as part of a separate consent process (and therefore further EIA if required). <p>Any nominated undertaker will be contractually bound to comply with the controls set out in the EMR and use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by Crossrail, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme.'</p>	<p>Crossrail Team:</p> <p>Crossrail Team needs to undertake an Assurance role to ensure that development of, and changes to, the design and construction works do not give rise to new significant impacts – subject to certain exceptions (see Environmental Minimum Requirements: General Principles, section 1.3). Crossrail Team also needs to assure that the mitigation committed to in the Environmental Statement is implemented.</p> <p>Designers:</p> <p>Designers need to ensure that development of, and changes to, the design and construction works do not give rise to new significant impacts – subject to certain exceptions (see Environmental Minimum Requirements: General Principles, section 1.3). Designers also need to ensure that the mitigation committed to in the Environmental Statement is incorporated into the design (through incorporation in Environmental Management Plans and contractors Works Information).</p> <p>Contractors:</p> <p>Contractors need to ensure that development of, and changes to, the design and construction works do not give rise to new significant impacts – subject to certain exceptions (see Environmental Minimum Requirements: General Principles, section 1.3). Contractors also need to ensure that the mitigation specified in the Works Information is implemented.</p>
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<p>Crossrail Environmental Minimum Requirements For Design and Construction</p>	<p>The Environmental Minimum Requirements comprise:</p> <ol style="list-style-type: none"> 1. General Principles. 2. Construction Code. 3. Planning & Heritage Memorandum. 4. Environmental Memorandum. <p>Environmental Memorandum is a contractual agreement between Crossrail and the Secretary of State. They were developed and agreed with various statutory authorities prior to and during the passage of the Crossrail Bill through Parliament.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that the Environmental Minimum Requirements are complied with – in particular those for which it is directly responsible. Other requirements are the responsibility of designers and/ or contractors and Crossrail Team carries out an Assurance role.</p> <p>Designers: Designers need to comply with the aspects of the Environmental Minimum Requirements relating to design.</p> <p>Contractors: The Environmental Minimum Requirements are incorporated in the Works Information. Contractors need to comply with these, as relevant when delivering the works.</p>
<p>Transport for London Health Safety and Environment Policy</p>	<p>Sets out how Transport for London will:</p> <ul style="list-style-type: none"> • Plan improvements in health, safety and environmental management • Implement and operate effective risk control systems • Monitor health, safety and environmental performance, taking corrective action where required • Undertake regular management reviews. 	<p>Crossrail Team: The Crossrail Health, Safety and Environment Policy complies with the Transport for London Health Safety and Environment Policy.</p>
<p>The Mayor's Transport Strategy</p>	<p>Sets out his transport vision for London and details how Transport for London and partners will deliver the plan over the next 20 years. The strategy is made up of the following key documents:</p> <ul style="list-style-type: none"> • Challenges and strategic policies; • Transport proposals; • Proposals to encourage more cycling and walking; • Proposals to improve safety and security; • Proposals to improve London's environment; • Proposals to reduce transport's contribution to climate change; • Proposals to manage the demand for travel; and • The expected outcomes of the strategy. 	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising transport impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers are required to minimise transport impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise transport impacts and identify opportunities for improvement.</p>

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<p>TfL London Freight Plan, sustainable freight distribution: a plan for London</p>	<p>Four key projects:</p> <ul style="list-style-type: none"> - Freight Operator Recognition Scheme employs a tiered set of membership levels to address fleet and freight vehicle operational efficiency - Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions - Construction Logistics Plans (CLPs) have similar objectives to DSPs, but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO2 emissions, congestion and collisions. <p>Freight information portal to provide a single interface for information on freight between London's public authorities and freight operators.</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. The Crossrail Team has passed responsibility for minimising impacts and identifying opportunities for improvement to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers are required to minimise impacts and identify opportunities for improvement.</p> <p>Contractors: Contractors are required to minimise impacts and identify opportunities for improvement.</p>
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<p>Timber and Timber Products (Placing on the Market) Regulations SI 2013/233 <i>European Union Timber Regulation (EUTR); Timber Regulation</i></p>	<p>The EUTR places a legal obligation on all those placing timber or timber products on the European market for the first time (known as operators) to conduct due diligence (DD) on these products to minimise the risk that they are from illegal sources.</p> <p>Due Diligence system shall contain:</p> <ul style="list-style-type: none"> • measures to provide access to information regarding the operators supply of timber; i.e. information on supply of timber products including description, species, country of harvest, quantity, name and address of supplier and trader and documents indicating compliance with the applicable legislation. • risk assessment procedures to evaluate the risk of illegal timber and timber products made from it appearing on the market; and • risk prevention procedures. i.e. risk mitigation if risk is deemed as an issue <p>Competent authorities will have to check that the Due Diligence checks undertaken by operators are implemented.</p> <p>'Traders' who buy or sell timber or timber products which have already been placed on the market must maintain records of who supplied it to them, and, where applicable, to whom they have supplied the timber or timber products and maintain these records for 5 years.</p>	<p>Crossrail Team: No requirements specifically for the Crossrail Team. The Crossrail Team will provide assurance that contractors are keeping records.</p> <p>Designers: No requirements for Designers.</p> <p>Contractors: Contractors are likely to be classed as “traders” and hence will need to maintain records and keep a chain of custody across their supply chain for any purchase of timber.</p>
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<p>PAS 2021:2012 - Exercising due diligence in establishing the legal origin of timber and timber products Guide to Regulation (EU) 995/2010</p>	<p>This guidance provides advice on Regulation (EU) 995/2010, laying down the obligations of operators who place timber and timber products on the market.</p>	<p>Crossrail Team: No requirements specifically for the Crossrail Team however Crossrail needs to be made aware of this guidance as a support to the EUTR.</p> <p>Designers: No requirements for Designers.</p> <p>Contractors: Contractors need to be made aware of this guidance as a support to the EUTR.</p>
<p>Pollution prevention pays in England and Wales (Guidance)</p>	<p>This guidance helps businesses to reduce the risk of pollution It helps businesses in England and Wales who don't have an environmental permit for all the activities on their site but who may have a permit or exemption for some activities on their site. It may also help businesses with an environmental permit for all their activities.</p>	<p>Crossrail Team: No requirements specifically for the Crossrail Team however will need to be aware of the guidance. .</p> <p>Designers: No requirements for Designers.</p> <p>Contractors: Contractors would find this guidance helpful to ensure good environmental practice.</p>
<p>Environmental Permitting Charging Scheme & Guidance</p>	<p>This is a guide to charges under the Environmental Permitting (EP) Charging Scheme effective from 1 April 2013. It covers the different types of operations that require a permit under the Environmental Permitting Regulations as well as various other charges. It explains the scheme and what charges that need to be paid.</p>	<p>Crossrail Team: No requirements specifically for the Crossrail Team however will need to be aware of the guidance. .</p> <p>Designers: No requirements for Designers.</p> <p>Contractors: Contractors would find this guidance helpful to ensure good environmental practice and would be a helpful guide to the charges applicable.</p>
<p>Definitive Sentencing Guidelines</p>	<p>Issued 26 Feb 2014 and came into force on 1 July 2014. Considerable increase in scale of fines, More environmental cases at Crown Court (> £50K) which will affect reputational risk.</p>	<p>Crossrail Team: The Crossrail team will need to be aware that there are now higher fines relating to breaches in environmental legislation. Therefore under the knowingly permitting regulations it is vital to ensure that CRL implement and maintain assurance mechanisms on contractors.</p> <p>Designers:</p>

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		<p>No requirements for Designers.</p> <p>Contractors: Contractors will need to be aware that there are now higher fines relating to breaches in environmental legislation which will have an implication on reputational risk if such situations occur.</p>
<p>Deregulation Act 2015</p>	<p>The Deregulation Act 2015 amends the following legislation (the amendments have been included in the specific section unless otherwise stated).</p> <ul style="list-style-type: none"> • Wildlife and Countryside Act 1981 – See Section for update • Water Resources Act 1991 – one phrase omission • Control of Pollution Act 1974 – See section for update • Natural Environment and Rural Communities Act – regarding grants and gaining approval from Natural England. Not relevant to Crossrail. • Sustainable Energy Act 2003 – One phrase omission not relevant to Crossrail. • Finance Act 2000 – omits the Deeds of Arrangements Act 1914 from the Finance Act 2000 • Finance Act 2001 - omits the Deeds of Arrangements Act 1914 from the Finance Act 2001 • Planning and Energy Act 2008 – Not relevant to Crossrail. • Finance Act 2008 - omits the Deeds of Arrangements Act 1914 from the Finance Act 2000 • Energy Act 2008 – Insertation concerning shippers of gas. Not relevant to Crossrail. • Climate Change Act 2008 – Changes only relevant to Wales. Not relevant to Crossrail • Clean Air Act 1993 – See section for update • Environment Act 1995 – See section for update 	<p>Crossrail Team: The Crossrail team will need to be aware that these pieces of legislation have been amended with in most cases minor adjustments. Specific changes have been included in each individual legislation section in the legal register.</p> <p>Designers: No requirements for Designers.</p> <p>Contractors: The Contractors will need to aware that these pieces of legislation have been amended with in most cases minor adjustments. Specific changes have been included in each individual legislation section in the legal register.</p>

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<p>British Standards</p> <p>BS EN ISO 14001:2004 Environmental management systems – Requirements with guidance for use</p>	<p>In 2015 Q3 the ISO 14001:2001 and subsequently ISO 14001:2004- guidance for use, will be revised to take into account the environmental issues that business will be facing 2020 and beyond. The proposed changes are significant and will require a much broader application of environment management throughout an organisation as it becomes integrated into core business processes.</p> <p>Consultation on the revised standard revealed the following:</p> <ul style="list-style-type: none"> • stronger links between the EMS and an organisation's overall strategy. • Leadership to be integrated into core organisational processes and delegating elements of the EMS such as setting the environmental policy and undertaking the management review will not be acceptable. • Stronger commitment to prevent pollution and commitments must be specific to the organisation's situation. • Greater emphasis on managing impacts across the lifecycle of products and services. • The term "compliance obligations" will replace "legal requirements and other requirements to which the organisation subscribes" and an organisation must specify the frequency under which it will evaluate compliance as well as maintain knowledge and understanding of its compliance status. • More robust internal assurance process of environmental information and data quality 	<p>Crossrail Team: The Crossrail Team operates an Environmental Management System certified to the standard of ISO 14001. In order to retain the accreditation, the project EMS will have to meet the requirements of ISO14001 and be independently assessed. The Crossrail Team needs to be aware of the proposed changes which will be published in 2015 and adapt its EMS to incorporate the new requirements of the standard.</p> <p>Crossrail will conduct a gap analysis to identify what would be required to obtain the ISO 14001:2015 standard, however due to the lifetime of Crossrail we will not implement the new certification as the project only goes up until 2018.</p> <p>Contractor: All contractors working on the project are required to operate an environmental management system certified to the ISO 14001 standard. Contractors need to be aware of the proposed changes which will be published in 2015 and adapt its EMS to incorporate the new requirements of the standard.</p>
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Planning

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Planning is outside the scope of the Crossrail Team's Environmental Management System except where environmental input is required as part of planning applications – see below for details.

Learning Legacy Document

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<p>Crossrail Act 2008</p>	<p>Works authorised by the Crossrail Act: The Crossrail Act 2008 (Section 10) grants deemed planning permission for the works specified in the Act. Normal planning applications under the Town and Country Planning Act 1990 are not required. Instead “Schedule 7” requests for approval are submitted to the local authority giving them some control over the detailed planning aspects of Crossrail. There are:</p> <ul style="list-style-type: none"> • “Construction Arrangements” requests for approval for all works constituting development– include Environmental Management Plans for information • “Plans and Specifications” requests for approval for permanent works aboveground and below ground up to the gateline <p>For Crossrail scheduled works inside Crossrail Act Limits of Deviation and where there is the potential for new significant impacts (over and above those previously reported in the Crossrail Environmental Statement (ES)), the relevant Schedule 7 consent application may need to be accompanied by an ES prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011.</p> <p>Section 14 of the Crossrail Act sets out that planning applications for developments that replace certain buildings specified in the Act (known as Over Site Developments (OSD)) must be accompanied by an ES prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011 which is explained in more detail below. .</p> <p>Works not authorised by the Crossrail Act: Crossrail Act does not apply – see Town and Country Planning Act 1990 in Planning section below.</p>	<p>For works authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Schedule 7 consents are in place prior to start of the relevant works and that Environmental Impact Assessments (EIA) are undertaken and submitted with any Schedule 7 applications for works where there are potential significant impacts (over and above those previously reported in the Crossrail ES) and with planning applications for the developments that replace certain buildings specified in the Act (Over Site Developments). The Crossrail Team has passed responsibility for identifying consents needed and preparing applications, including Environmental Statements, where required, to design consultants and contractors, but needs to review all environmental statements and in the case of Schedule 7 submission must be the applicant.</p> <p>Designers: Contractors need to identify Schedule 7 requests for approval required for their works, produce the applications including Environmental Statements where required, and comply with their contents. Any EIAs should be undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011) and should utilise the Crossrail Environmental Statement assessment methodology and significance criteria.</p> <p>Contractors: Contractors need to comply with the Schedule 7 consents obtained by the designer and identify any additional Schedule 7 requests for approval required for their works, produce the applications (including any necessary EIA) and comply with their contents.</p>
<p>Town and Country Planning Act 1990</p>	<p>Works authorised by the Crossrail Act: The Crossrail Act 2008 (Section 10) grants deemed planning permission for the works specified in the Act so normal planning applications are not required - see Crossrail Act above.</p> <p>Works not authorised by the Crossrail Act:</p>	<p>For works <u>not</u> authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Town and Country Planning Act permission is in place prior to start of works for any development not authorised by the Crossrail Act 2008 and that Environmental Impact</p>

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	<p>The Town and Country Planning Act applies in full and requires that prior to the commencement of development (as defined by section 55 of the Act) planning permission be obtained from the relevant planning authority unless it is already granted planning permission by the by the Town and Country Planning (General Permitted Development) Order 1995.</p> <p>The Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011 will apply to Crossrail</p> <p>For Crossrail works where there are potential significant impacts (over and above those previously reported in the Crossrail ES), the relevant Town and Country Planning Act consent application or Schedule 7 submission may need to be accompanied by an ES prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011.</p>	<p>Assessments (EIA) are undertaken and submitted as appropriate with planning applications. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications, including Environmental Statements where required, to design consultants and contractors, but needs to review screening, scoping applications and all environmental statements and carry out an Assurance role.</p> <p>Designers: Designers need to identify Town and Country Planning Act consents required for their works, produce the applications including Environmental Statements where required, and comply with their contents. Any EIAs should be undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011) and should utilise the Crossrail Environmental Statement assessment methodology and significance criteria.</p> <p>Contractors: Contractors need to comply with the Town and Country Planning Act consent obtained by the designer and identify any additional consents (including Town and Country Planning Act consents) required for their works, produce the applications and comply with their contents.</p>
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<p>Transport and Works Act 1992</p>	<p>Provides a system for the construction of rail transport to proceed by Order of the Secretary of State for Transport, rather than by a parliamentary bill.</p> <p>For Crossrail works proposed to be authorised by the use of a TWAO outside Crossrail Act Limits of Deviation and/ or Limits of Land to be Acquired or Used_ and where there are potential significant impacts (over and above those previously reported in the Crossrail ES), the relevant Transport and Works Act Order application may need to be accompanied by an ES prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011.</p>	<p>Crossrail Team: Crossrail Team has passed responsibility for the preparation of the planning and environment elements of needs to prepare Transport and Works Act applications to design consultants or contractors for works not authorised by the Crossrail Act, including where appropriate Environmental Impact Assessments. Where required, the EIA should be undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011) and should utilise the Crossrail Environmental Statement assessment methodology and significance criteria.</p> <p>CRL will identify if a Transport and Works Act Order applications is required for certain works.</p> <p>Designers: Designers will produce the Planning and Environmental documentation required to accompany a TWAO and must comply with their contents and the Transport and Works Act Order.</p> <p>Contractors: Contractors need to comply with the Transport and Works Act Order consent obtained by the designer and identify any additional consents required for their works, produce the applications and comply with their contents.</p>
<p>Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2011</p> <p>AND</p> <p>Town and Country Planning (Environment Impact Assessment) (Amendment) Regulations SI 2015</p>	<p>These Regulations apply for new planning applications made since 24 August 2011 – they do not apply retrospectively. They replace the Town and Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 1999 and the various amendments to those Regulations.</p> <p>The Regulations require that an Environmental Impact Assessment (EIA) is completed for certain developments and that the resulting Environmental Statement (ES) is submitted to the relevant planning authority with the application for planning consent.</p> <p>For Crossrail scheduled works inside Crossrail Act Limits of Deviation and where there are potential significant impacts (over and above those previously reported in the Crossrail ES), the relevant Schedule 7 consents, may need to be accompanied by</p>	<p>Crossrail Team: Crossrail Team needs to ensure that Environmental Impact Assessments (EIA) are undertaken and submitted with applications for planning consents (including Schedule 7 consent applications, Town and Country Planning Act consent applications and Transport and Works Act Order applications) in accordance with the Regulations. The Crossrail Team has passed responsibility for identifying consents needed and preparing environmental impact assessments to design consultants and contractors, but needs to review all Environmental Statements and carry out an Assurance role.</p> <p>Designers: Designers need to identify EIAs required for their works, undertake the EIA and produce Environmental Statements to accompany applications for planning consents (Schedule 7 consent applications, Town and Country Planning Act consent applications and Transport and Works Act Order Applications) in accordance with the Regulations. Any EIAs should be</p>

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	<p>an Environmental Statement.</p> <p>For Crossrail scheduled works outside Crossrail Act Limits of Deviation for that work and where there are potential significant impacts (over and above those previously reported in the Crossrail ES), the relevant Schedule 7 consents, may need to be accompanied by an Environmental Statement.</p> <p>For ancillary works where there are potential significant impacts (over and above those previously reported in the Crossrail ES), or ancillary works outside the Limits of Deviation or Limits of Land to be Used or Acquired the Town and Country Planning Act application may need to be accompanied by an Environmental Statement</p> <p>Transport and Works Act Order applications may also need to be accompanied by an ES.</p> <p>Screening and/or Scoping may be undertaken in accordance with the Regulations in order to determine whether an EIA is required and the scope of any required EIA respectively.</p> <p>An EIA identifies the likely impacts of the development and outlines the mitigation which will be incorporated in order to avoid or minimise the impacts. Any significant residual impacts after mitigation are reported in the ES.</p> <p>Town and Country Planning (Environment Impact Assessment) (Amendment) Regulations SI 2015 provide a limitation to the requirement for subsequent applications to be the subject to the screening process where the development is likely to have effects on the environment that were not previously identified. A requirement for the reasons for negative screening decisions to be given and adds the inclusion of sites for the geological storage of Carbon Dioxide as a schedule 1 development</p>	<p>undertaken in accordance with the Crossrail Environmental Statement assessment methodology and significance criteria and application of the Crossrail Environmental Minimum Requirements should be assumed within the EIA (as mitigation).</p> <p>Contractors: Contractors need to identify any additional EIAs required for their works, undertake the EIA and produce Environmental Statements to accompany applications for planning consents (Schedule 7 consent applications, Town and Country Planning Act consent applications and Transport and Works Act Order Applications) in accordance with the Regulations. Any EIAs should be undertaken in accordance with the Crossrail Environmental Statement assessment methodology and significance criteria and application of the Crossrail Environmental Minimum Requirements should be assumed within the EIA (as mitigation).</p>
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<p>The Town and Country Planning (Development management Procedure and Section 62A applications) (England) (Amendment) Order 2013</p> <p>AND</p> <p>The Town and Country Planning (Development management Procedure) (England) (Amendment) Order 2013</p>	<p>Works authorised by the Crossrail Act: The Crossrail Act 2008 (Section 10) grants deemed planning permission for the works specified in the Act so normal planning applications are not required - see Crossrail Act above.</p> <p>Works not authorised by the Crossrail Act: The Town and Country Planning (Development management Procedure and Section 62A applications) (England) (Amendment) Order 2013 relates to compulsory pre-application consultation under section 61W of the Town and Country Planning Act 1990. It also inserts a new Part 1A into the Town and Country Planning (Development management Procedure) (England) (Amendment) Order 210 on the pre-application consultation duty.</p> <p>The Town and Country Planning (Development management Procedure) (England) (Amendment) Order 2013 Article 8 provides that certain applications for planning permission must be accompanied by a design and access statement, as well as specifying the content which must be included within such statements. The effect of the amendment is to reduce the number of types of applications which must be accompanied by a design and access statement, and to simplify their required content. Under article 8, a design and access statement is required with applications for major development (subject to certain exceptions). A design and access statement is also required for certain applications for development which is not major development in a conservation area or a World Heritage Site.</p>	<p>For works not authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Town and Country Planning Act permission is in place prior to start of works for any development not authorised by the Crossrail Act 2008 especially in relation to conservation areas. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but carries out an assurance role.</p> <p>Designers: Designers need to identify Town and Country Planning Act consents required for their works and produce the applications especially in relation to developments in conservation areas.</p> <p>Contractors: Contractors need to comply with the Town and Country Planning Act consent obtained by the designer and identify any additional consents (including Town and Country Planning Act consents) required for their works especially in relation to conservation areas and World Heritage Sites.</p>
<p>The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2013</p>	<p>Works authorised by the Crossrail Act: The Crossrail Act 2008 (Section 10) grants deemed planning permission for the works specified in the Act so normal planning applications are not required - see Crossrail Act above.</p> <p>Works not authorised by the Crossrail Act: The 2013 order amends the 1995 Order for planning permission with regard to national parks, areas of outstanding natural beauty, conservation areas, countryside areas of natural beauty and amenity and world heritage sites for example.</p>	<p>For works not authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team needs to ensure that Town and Country Planning Act permission is in place prior to start of works for any development not authorised by the Crossrail Act 2008 especially in relation to conservation areas. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but carries out an assurance role.</p> <p>Designers: Designers need to identify Town and Country Planning Act consents required for their works and produce the applications especially in relation</p>

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		<p>to developments in conservation areas.</p> <p>Contractors: Contractors need to comply with the Town and Country Planning Act consent obtained by the designer and identify any additional consents (including Town and Country Planning Act consents) required for their works especially in relation to conservation areas and World Heritage Sites.</p>
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Water		
Crossrail Act 2008	<p>Works authorised by the Crossrail Act 2008: Schedule 17 of the Crossrail Act 2008 gives provisions setting out the protections to be provided for various bodies affected by Crossrail:</p> <ul style="list-style-type: none"> • Part 3 – consent is required from the Environment Agency prior to undertaking any works in order to protect land drainage, flood defence, water resources and fisheries. This disapplies the need for: consent for flood works in the River Thames (normally required under the Metropolis Management (Thames River Prevention of Floods) Amendment Act 1879); consent for structures in, over or under watercourses (normally required under the Water Resources Act 1991); licence for impounding of water (normally required under the Water Resources Act 1991). • Part 5 – consent is required from British Waterways Board (now known as British Waterways) for any works that may affect a canal. • Part 6 – consent is required from Port of London Authority for works on, in, under or over the surface of land below the river or any land owned, occupied or used by the Port of London Authority. <p>Schedule 14, paragraph 15 disapplies the requirement to obtain an abstraction licence under the Water Resources Act 1991 for the abstraction of water in connection with the construction of Crossrail – instead this is dealt with under Schedule 17 Part 3.</p>	<p>Works authorised by the Crossrail Act 2008: Crossrail Team: Crossrail Team needs to ensure that Schedule 17 Part 3, 5 and 6 consents are in place prior to start of works. The Crossrail Team has passed responsibility for identifying consents needed and preparing applications to design consultants and contractors, but needs to sign all applications and carry out an Assurance role.</p> <p>Designers: Contractors need to identify Schedule 17 Part 3, 5 and 6 consents required for their works, produce the applications and comply with their contents.</p> <p>Contractors: Contractors need to identify Schedule 17 Part 3, 5 and 6 consents required for their works, produce the applications and comply with their contents.</p>

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<p>Port of London Act 1968</p>	<p>Works not authorised by the Crossrail Act 2008:</p> <p>Under s. 66 of the Port of London Authority Act 1968, a licence is required for any works in the River Thames, regardless of ownership of the river bed. The process ensures that any developments in the Thames are assessed for their potential on safety of Navigation and the environment.</p> <p>Temporary works lasting less than six weeks (such as scaffolding to facilitate redecoration and/or repair works to river walls or sediment sampling) may not require a formal River Works Licence application but will require the written consent of the Port of London Authority.</p>	<p>Works not authorised by the Crossrail Act 2008:</p> <p>Crossrail Team: Crossrail Team need to ensure that the contractors have required a River Works licence when working outside the limits of the Crossrail Act 2008.</p> <p>Designers: No action required</p> <p>Contractors: If placing structures/objects which are outside Crossrail limits, Contractors need to identify the River Works licence required for their works, produce the applications and comply with their contents.</p>
<p>Marine and Coastal Access Act 2009</p> <p>and</p> <p>Marine and Coastal Access Act 2009 (Transitional Provisions) Order 2012</p> <p>AND</p> <p>Public Bodies (Marine Management Organisation) (Fees) Order 2014</p>	<p>Works not authorised by the Crossrail Act:</p> <p>The purpose of this act is to “make provision in relation to marine functions and activities; to make provision about migratory and freshwater fish; to make provision for and in connection with the establishment of an English coastal walking route and of rights of access to land near the English coast”. The Marine Management Organisation is responsible for most marine licensing in English inshore and offshore waters. The act establishes how to apply for licences to carry out certain activities in the marine environment (the marine environment includes; geological or physiographical features of marine or coastal Areas, features of archaeological or historic interest in such areas and flora and fauna which are dependent on, or associated with, a marine or coastal environment) such as a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. This may be the dredging of a channel.</p> <p>The licensing replaces some previous statutory controls including licences under Part 2 of the Flood and Environment Protection Act 1985 and consents under s. 34 of the Coast Protection Act 1949. Certain exemptions apply such as the disposal and recovery of waste if it is its own non-hazardous waste at place of production.</p> <p>Marine and Coastal Access Act 2009 (Transitional Provisions) Order 2012</p>	<p>Works not authorised by the Crossrail Act:</p> <p>Crossrail Team: Crossrail Team need to ensure that contractors have a license for the activities contained under this Act when working in marine environments and to be aware of the extended transition period for dredging under the transitional provisions. The Crossrail Team will also need to be aware of the change in fees made by the MMO under the 2014 order.</p> <p>Designers: Designers need to ensure that when designing of structure/works in marine environments, the design will meet the requirements of the Marine Management Organisation and that a licence can be obtained and need to be aware of the extended transition period for dredging.</p> <p>Contractors: Contractors must have licence from the Marine Management Organisation for any works in marine environments and need to be aware of the extended transition period for dredging. Contractors will also need to be aware of the change in fees made by the MMO under the 2014 order.</p>

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	<p>The UK Government has decided to extend the current one year transition period for low risk maintenance dredging activities for a further two years in respect of English waters.</p> <p>The transitional period has been extended for two further years until 6 April 2014. Those dredging operations that will require a licence under the order are those:</p> <ul style="list-style-type: none"> • likely to have a significant effect on a European marine site • likely to adversely affect the ecological status of a water body under the Water Framework Directive • to be carried out as part of a project which requires assessment under the Environmental Impact Assessment Directive. <p>Extraction of marine aggregates by dredging continues, as before, to be a licensable activity in all UK inshore and offshore waters.</p> <p>Public Bodies (Marine Management Organisation) (Fees) Order 2014</p> <p>This Order came into force in September 2014 and it is made in accordance with the Public Bodies Act 2011 and allows the Marine Management Organisation (MMO) to charge fees for the monitoring of certain licensed activities. This Order applies in relation to any licence for which the Secretary of State is the appropriate licensing authority under the Marine and Coastal Access Act 2009. The MMO may charge the holder of a licence a fee for monitoring an activity authorised by that licence. The MMO may charge a fee in respect of determining an application for the:</p> <p>• variation of a licence under the Marine and Coastal Access Act 2009; or</p>	
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	<ul style="list-style-type: none"> ◦transfer and variation of a licence under the Marine and Coastal Access Act 2009. 	
<p>Marine Licensing (Exempted Activities) (Amendment) Order SI 2013/526</p>	<p>Works not authorised by the Crossrail Act:</p> <p>This Order modifies the conditions attached to the exemption from a marine licence. There are several exemptions, those potentially relevant to Crossrail works are:</p> <ul style="list-style-type: none"> ◦marine chemical substances, marine oil treatment substances and substances for removing surface fouling matter; and <p>It also creates seven new exemptions. Those potentially relevant to Crossrail are ::</p> <ul style="list-style-type: none"> ◦a removal activity used to take a sample for testing or analysis; ◦a removal activity used to remove objects that were accidentally deposited on the seabed; ◦a dredging activity used to conserve or maintain the navigation of an area of the sea; ◦the deposit or removal of a pontoon by, or with the consent of, a harbour authority; ◦the deposit or removal of a temporary marker. <p>These changes come as a result of experience gained from implementing the new marine licensing system and the Government's "red tape challenge.</p>	<p>Works not authorised by the Crossrail Act:</p> <p>Crossrail Team:</p> <p>Crossrail Team need be aware of the new exemptions under the Marine Licensing Order 2013.</p> <p>Designers:</p> <p>Designers need to ensure that when designing of structure/works in marine environments, the design will meet the requirements of the Marine Management Organisation and that a licence can be obtained and need to be aware of the extended transition period for dredging.</p> <p>Contractors:</p> <p>Contractors need to be aware of the new exemptions under the Marine Licensing Order 2013.</p>

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<p>British Waterways Board (Transfer of Functions) Order SI 2012/1659</p>	<p>This order came into force on 2 July 2012 and transfers statutory functions, in relation to England and Wales, from the British Waterways Board to Canal and River Trust.</p>	
<p>Flood and Water Management Act 2010</p> <p>and</p> <p>The Flood and Water Management Act 2010 (Commencement No.6 and Transitional Provisions and commencement No. 7) Order 2012</p>	<p>Requires developers to comply with national standards for design, construction and maintenance and drainage to be approved by the local authority.</p> <p>Commencement Order 6 brings into force provisions of the Flood and Water Management Act 2010. The provisions make certain amendments to the Land Drainage Act (1991) in relation to flood risk management. These amendments include:</p> <ul style="list-style-type: none"> • The removal of powers from the Environment Agency in relation to flooding and bridge or drainage maintenance obligations • Altering the prohibition on obstructions to ordinary watercourses to preclude the erection of any culvert without prior consent <p>the transfer of the role of the Environment Agency as the consenting and enforcement authority in areas outside an internal drainage district to the relevant lead local flood authority</p> <p>The following provisions of the Flood and Water Management Act 2010 (commencement No. 7 order) came into force on 1st August 2012—</p> <p>(a) section 30 (designation of features), so far as not already commenced; and</p> <p>(b) Schedule 1 (risk management: designation of features) (See below)</p>	<p>Implications for Crossrail currently being determined as standards and approval regime not yet in place.</p>
<p>The Designation of Features (Appeals) (England) Regulations 2012</p>	<p>Under Section 30 of, and Schedule 1 to, the Flood and Water Management Act 2010 (c. 29), the Environment Agency, a local authority or an internal drainage board (the “Designating Authority”) may designate structures or environmental features that affect a flood or coastal erosion risk, though they may not necessarily have been designed or constructed for that purpose. Once designated, the owner of the designated feature cannot alter, remove or replace it without consent. Paragraph 15 of Schedule 1 to the Act requires the Minister to provide the right of appeal for people affected by the use of these designation</p>	<p>Implications for Crossrail currently being determined as standards and approval regime not yet in place.</p>

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	<p>powers by a Designating Authority.</p> <p>These Regulations provide a right of appeal against— (a) designations and enforcement notices under Schedule 1 to the Act; and (b) related decisions made under paragraphs 6 and 9 of that Schedule.</p> <p>They confer jurisdiction on the First-tier Tribunal to consider appeals made under these Regulations. They make provision for procedure and for the powers of the First-tier Tribunal in determining the appeal.</p> <p>Regulation 7 requires the Secretary of State to review the operation and effect of these Regulations in relation to designations of structures or features and to publish a report within 5 years after these Regulations come into force.</p> <p>Appeals under these Regulations and the process for bringing an appeal are also governed by the Tribunal Procedure (First-tier Tribunal) (General Regulatory Chamber) Rules 2009 (S.I. 2009/1976).</p>	
<p>Water Act 2014</p>	<p>The Water Act received royal assent in May 2014. It mainly amends the Water Industry Act 1991 in various ways, but also contains provisions as regards water resources, environmental regulation and flood insurance. It provides powers to integrate abstraction, impounding, fish-pass approval and flood defence into environmental permitting. Market reforms under the Act will permit business, public sector and charity organisations to switch sewerage and water suppliers. The flood insurance provisions cover the entire UK.</p> <p>Requirements to obtain licences for water abstraction and /or impounding water are disapplied by the Crossrail Act – see Crossrail Act in Water section above.</p>	<p>Crossrail Team: No action required however the Crossrail Team will need to be aware of the Water Act and how it amends some parts of the Water Industry Act.</p> <p>Designers: No action required.</p> <p>Contractors: No action require however contractors will need to be aware of the Water Act and how it amends some parts of the Water Industry Act.</p>

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<p>Water Industry Act 1991 and</p> <p>Water Industry (Financial Assistance) Act 2012</p> <p>AND Water Act 2014</p>	<p>Disposal of trade effluent into a sewer (through a drain or sewer) requires a trade effluent consent and it is an offence to discharge any trade effluent from trade premises otherwise than in accordance with the conditions of a consent from the sewage undertaker.</p> <p>The Water Industry (Financial Assistance Act) 2012 amends the Water Industry Act 1991 to enable the Secretary of State to provide financial assistance to water companies and other water suppliers licensed under the Act to secure a reduction in water and sewerage bills. The amendments will also enable the Secretary of State to give financial assistance in connection with the construction of water or sewerage infrastructure or the carrying out of works to existing water or sewerage infrastructure where the construction or works are large and complex.</p> <p>Part 1 of the Water Act contains several amendments to the Water Industry Act 1991 which relate to:</p> <ul style="list-style-type: none"> ◦types of water supply licence and arrangements with water undertakers; ◦types of sewerage licence and arrangements with sewerage undertakers, which allow the issuing of sewerage licences to a retail, wholesale or disposal authorisation; ◦Standards of performance: sewerage; 	<p>Crossrail Team: Any discharges of trade effluent to sewer from premises owned/ occupied by the Crossrail Team must have a trade effluent consent from the sewerage undertaker in place. The Crossrail Team must be aware of the financial assistance which will be inherent in the Act. However, the requirements for obtaining a consent remain unchanged from the Water Industry Act 1999. The Crossrail team should also be aware of the changes to the Water Industry Act as a result of the Water Act 2014 in terms of the types of sewerage licence arrangements that contractors will have to obtain.</p> <p>Designers: Designers need to ensure that design of trade effluent drainage will meet the requirements of the sewerage undertaker so that trade effluent consent can be obtained. Designers must be aware of the financial assistance which will be inherent in the Act. However, the requirements for obtaining a consent remain unchanged from the Water Industry Act 1999.</p> <p>Contractors: Contractors must have a trade effluent consent from the sewerage undertaker in place for any discharges of trade effluent to sewer. Contractors must be aware of the financial assistance which will be inherent in the Act. However, the requirements for obtaining a consent remain unchanged from the Water Industry Act 1999. Contractors should also be aware of the changes to the Water Industry Act as a result of the Water Act 2014 in terms of the types of sewerage licence arrangements.</p>
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<p>Water Resources Act 1991, as amended (England and Wales) Regulations 2009</p>	<p>The following requirements of the Water Resources Act 1991 are disapplied by the Crossrail Act – see Crossrail Act in Water section above:</p> <ul style="list-style-type: none"> • The need for abstraction licences • The need for licences to impound water • The need for consent for work in, over or under watercourses. <p>Environmental permits are required to discharge to a controlled water (e.g. stream, river, groundwater.)</p> <p>It is a criminal offence to allow or knowingly permit polluting matter (i.e. oil/silt) to enter a controlled water.</p>	<p>Crossrail Team: Crossrail Team needs to adopt an assurance role to ensure that pollution of controlled waters is prevented on its premises and contractors sites.</p> <p>Any discharges to controlled waters from premises owned/ occupied by the Crossrail Team must have an environmental permit from the Environment Agency in place. Crossrail team need to ensure that contractors and the Crossrail Team do not pollute matter (i.e. oil/silt) into controlled water. The Crossrail Team need to comply with the incident procedure.</p> <p>Designers: When visiting site designers have a responsibility to ensure that pollution of controlled waters is not taking place on contractors' sites.</p> <p>Designers need to ensure that design of drainage will meet the requirements of the Environment Agency so that environmental permit can be obtained.</p> <p>Contractors: Contractors need to ensure that pollution of controlled waters is prevented on their sites.</p> <p>Contractors must have an environmental permit from the Environment Agency in place for any discharges to controlled waters.</p> <p>Contractors need to comply with the incident requirements in the Works Information.</p>
<p>Control of Pollution (Oil Storage) (England) Regulations 2001</p>	<p>Contain detailed specification for above-ground storage of 200 litres or more of oil, including that tanks should be bunded and drums in bunds or drip trays.</p>	<p>Crossrail Team: Any oil stored at Crossrail team's premises must comply with the requirements, including tanks to be bunded and drums in bunds or drip trays.</p> <p>Designers: Designers must design any oil storage to comply with the requirements.</p> <p>Contractors: Any oil stored at contractors' sites must comply with the requirements, including tanks to be bunded and drums in bunds or drip trays.</p>

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<p>Anti-Pollution Works Regulations 1999</p>	<p>Provide the Environment Agency with powers to serve an 'anti-pollution works notice' where pollution of controlled water is being, or is likely to be, caused. The notice will specify what actions must be carried out to prevent or remedy the pollution and in what time-frame. It is an offence to not comply with an anti-pollution works notice.</p>	<p>Crossrail Team: If Crossrail Team is served an anti-pollution works notice for one of its premises, the Crossrail Team must comply with the notice.</p> <p>Designers: Not applicable as designers do not carry out any activities which would cause pollution of controlled waters.</p> <p>Contractors: If a contractor is served an anti-pollution works notice, the Contractor must comply with the notice.</p>
<p>Water Supply (Water Fittings) Regulations 1999</p>	<p>Water fittings must not be installed, connected, arranged or used in such a manner that they are likely to cause waste, misuse, undue consumption or contamination, or erroneous measurement of the water supplied. They must be of an appropriate quality or standard, and be suitable for the circumstances in which they are used; and they must be installed, connected or disconnected in a workmanlike manner.</p>	<p>Crossrail Team: If Crossrail Team is installing or maintaining its premises with water fittings, it must ensure that the fittings are installed in accordance with requirements.</p> <p>Designers: Designers must design any water fittings are designed to meet requirements.</p> <p>Contractors: When installing or maintaining water fittings, Contractors must ensure that the fittings are installed in accordance with requirements.</p>
<p>Environmental Permitting Regulations 2010</p>	<p>Environmental permits are required for the discharge of water to controlled waters, including discharge of substances or non-hazardous pollutants into groundwater unless specific exemptions or exclusions apply</p>	<p>Crossrail Team: Any discharges to controlled waters, including groundwater, from premises owned/ occupied by the Crossrail Team must have an environmental permit from the Environment Agency in place.</p> <p>Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an Assurance role.</p> <p>Designers: Designers need to ensure that design of drainage and/ or soakaways will meet the requirements of the Environment Agency so that environmental permit can be obtained.</p> <p>Contractors: Contractors need to obtain and comply with environmental permits for any discharges to controlled waters, including groundwater.</p>

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<p>Environmental Permitting (England and Wales) (Amendment) Regulations 2014</p>	<p>These Regulations began to come into force on 5 March 2014 and apply to England and Wales. They will come fully into force on 1 October 2014.</p> <p>They amend the Environmental Permitting (England and Wales) Regulations 2010/675 in order to:</p> <ul style="list-style-type: none"> provide a registration scheme for low risk discharges to groundwater from some ground source heating and cooling systems, allowing such activities to be exempt from the need for a permit. 	<p>Crossrail Team: Any discharges to controlled waters, including groundwater, from premises owned/ occupied by the Crossrail Team must have an environmental permit from the Environment Agency in place.</p> <p>Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an Assurance role. Crossrail Team need to be aware of the amendments to the Permitting regulations.</p> <p>Designers: Designers need to ensure that design of drainage and/ or soakaways will meet the requirements of the Environment Agency so that environmental permit can be obtained. Designers need to be aware of the amendment to the permitting regulations in terms of low risk discharges to groundwater from ground source heating and cooling systems.</p> <p>Contractors: Contractors need to obtain and comply with environmental permits for any discharges to controlled waters, including groundwater. Contractors need to be aware of the amendment to the permitting regulations in terms of low risk discharges to groundwater from ground source heating and cooling systems.</p>
<p>Water Resources Strategy</p>	<p>The purpose of the Water Resources Strategy is:</p> <ul style="list-style-type: none"> To fulfil the requirement of the Construction Code to prepare a strategy for handling water resources To set out the environmental management and regulatory regime with respect to water resources and clarify the roles and remits of the Nominated Undertaker and key stakeholders particularly in view of the disapplication of certain water resources legislation by the Crossrail Act. To provide an overview of the water resources issues identified in the Environmental Statement and the how the arrangements and controls for managing these issues are being met during detailed design and construction of Crossrail. To ensure an integrated approach to water resources management for Crossrail. <p>The Water Resources Strategy covers the principal groundwater, surface water and flood risk issues identified as</p>	<p>Crossrail Team: Crossrail Team needs to ensure that the Water Resources Strategy is complied with. The Crossrail Team has passed responsibility for this to design consultants and contractors, and carries out an Assurance role.</p> <p>Designers: Designers need to comply with the Water Resources Strategy.</p> <p>Contractors: Requirements of the Water Resources Strategy are included in the Works Information as part of Contractors contracts.</p>

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	<p>relevant to the Crossrail project, during detailed design, and construction.</p>	
<p>Regulatory Position Statement: Managing concrete wash waters on construction sites good practice and temporary discharges to ground or surface waters</p>	<p>The Regulatory Position Statement allows the discharge of concrete wash waters from some construction sites to ground or to surface waters without the need for a permit. The Regulatory Position Statement can be found: http://www.environment-agency.gov.uk/business/regulation/99685.aspx#Position_statements.</p> <p>An environmental permit for small_(i.e. up to 200 litres of wash water per week and up to 10 concrete loads delivered per week) and medium scale (up to 200-1000 litres of wash water per week and between 10-50 loads delivered per week) discharges of concrete wash waters from construction sites to ground or to surface waters is not required, provided:</p> <ul style="list-style-type: none"> • discharge is at a single point and temporary, for a period of no more than 12 consecutive weeks. • discharge in line with the good practice guidance in Appendix 1 of the Regulatory Position Statement . • An appropriate assessment of the ground conditions and potential receptors (see Note 1 of the Regulatory Position statement) and are able to demonstrate that pollution (see Note 2) won't occur from your operation. 	<p>Crossrail Team: Crossrail Team needs to ensure that if discharges to ground water or surface water occurs from concrete wash out, the Regulatory Position statement is complied with.</p> <p>Designers: No action required</p> <p>Contractors: Contractors need to be aware that on construction sites discharge to ground or surface water may be permitted only on small scale or medium scale sites and within the guidelines of the Regulatory Position Statement. If the guidance is not adhered to it is likely that the Environment Agency will take necessarily enforcement.</p>

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	<ul style="list-style-type: none">• The operation doesn't involve the discharge of hazardous substances (see Note 3) arising from any trace materials/ essential additives within the cement washings at concentrations that require permitting. <p>If not applying for a permit, enforcement action is not usually taken unless the activity has caused, or is likely to cause, pollution or harm to human health or environmental receptors.</p>	
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<p>Preparing for flooding: A guide for regulated sites</p>	<p>This guidance provides some useful tips to avoid flooding.</p>	<p>Crossrail Team: This guidance will be useful for Crossrail owned premises to be made aware of the steps undertaken to avoid flooding.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: This guidance will be useful for Contractor sites to be made aware of the steps undertaken to avoid flooding.</p>
<p>Construction Spill Prevention Matters guidance</p>	<p>This guide brings together specialists at managerial and site level within UK construction businesses, in order to discuss the challenges faced in preventing spills, environmental hazards and the implications of such issues occurring.</p>	<p>Crossrail Team: This does not affect Crossrail specifically however it will be useful to be made aware of the steps undertaken to avoid spillages.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: This guidance will be useful for Contractor sites to be made aware of the advice on spill prevention.</p>
<p>Best Practice in Spill Prevention in the Waste Management Industry</p>	<p>This guide gives an insight into the most common spills and issues faced by waste companies on and off-site, how companies can handle them and what best practice they could implement in the future.</p> <p>It is designed as a checklist to help deal with spills.</p>	<p>Crossrail Team: This does not affect Crossrail specifically however it will be useful to be made aware of the steps undertaken to avoid spillages.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: This guidance will be useful for Contractor sites to be made aware of the advice on spill prevention as well as for waste sites such as C807 Docklands Waste Transfer Station.</p>
<p>Groundwater protection: Principles and practice (GP3)</p>	<p>The Groundwater protection: Principles and practice (GP3) guidance outlines how industry can avoid polluting groundwater and comply with their environmental permits.</p>	<p>Crossrail Team: This does not affect Crossrail specifically however it will be useful to be made aware of the steps undertaken to avoid groundwater pollution.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: This guidance will be useful for Contractor sites to be made aware of the advice on groundwater pollution.</p>

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Waste		
<p>Clean Neighbourhoods and Environment Act 2005 Part 5</p> <p>AND</p> <p>Clean Neighbourhoods and Environment (Commencement No. 6 and Saving) (England and Wales) Order 2015</p>	<p>Tightens requirements for:</p> <ul style="list-style-type: none"> • registration of waste carriers so that acting under employer's instructions is no longer a defence and increasing powers of local authorities to seize and search vehicles that are not registered waste carriers; • flytipping so that waste collection authorities have greater powers to deal with fly-tipping; acting under employer's instructions is no longer a defence; increases penalties for flytipping; • waste collection authorities to issue fixed penalty notices for leaving waste on the street or failing to produce required waste records • requirements for waste receptacles. <p>Clean Neighbourhoods and Environment (Commencement No. 6 and Saving) (England and Wales) Order bring sections of the Clean Neighbourhoods and Environment Act 2005 into force to support revised powers to seize and dispose of vehicles used for illegal waste disposal.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that its waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and taken to a recycling/ disposal site that has a permit from the Environment Agency to deal with the particular type of waste.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that its waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and taken to a recycling/ disposal site that has a permit from the Environment Agency to deal with the particular type of waste.</p>
<p>Finance Act 2012 – Part 8 Landfill Tax</p> <p>AND</p> <p>Finance Act 2015</p>	<p>Sets up provisions for landfill tax. The Finance Act 1996 is amended to increase the amount of landfill tax from £64 to £72 in relation to disposals made after 1 April 2013.</p> <p>The Finance Act 2015 amends The Finance Act 1996 to increase the amount of Landfill Tax from £82.60 to £84.40 and comes into force on 1st April 2016.</p> <p>For changes to schedules 30,31 and 32 in relation to the Climate Change levy see Climate Change Levy (General) (Amendments) Regulations 2012.</p> <p>Crossrail project has an agreement with HM Customs and Excise that all hazardous waste sent for disposal prior to 1 Apr 2012 is exempt from landfill tax provided that advance notification is required.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that for any waste from its activities which is sent to landfill the lowest possible landfill tax rate is paid – waste segregation may be required to achieve this. Advance notification for any hazardous waste must be given in order to benefit from the landfill tax exemption.</p> <p>Designers: Designers should minimise the amount of waste generated through their design process to minimise costs.</p> <p>Contractors: Contractors need to ensure that for any waste from its activities which is sent to landfill the lowest possible landfill tax rate is paid – waste segregation may be required to achieve this. Advance notification for any hazardous waste must be give in order to benefit from the landfill tax exemption prior.</p>

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<p>Environmental Protection Act 1990, Part II</p>	<p>Places a “duty of care” on anyone who produces, carries, keeps, treats or disposes of waste to ensure that waste is transferred only to a carrier registered with the Environment Agency (or person who is exempt from needing to register); that the waste is accompanied by a waste transfer note; and taken to a recycling/ disposal site has a permit from the Environment Agency to deal with the particular type of waste.</p> <p>“A person shall not deposit controlled waste or knowingly cause or knowingly permit controlled waste to be deposited in or on any land unless an environment permit authorising the deposit is in force and the deposit is in accordance with the permit.”</p>	<p>Crossrail Team: Crossrail Team needs to ensure that its waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and hazardous consignment notes and taken to a recycling/ disposal site that has a permit from the Environment Agency to deal with the particular type of waste. The Crossrail Team need to comply with the incident procedure.</p> <p>Designers: Not applicable as designers occupy Crossrail team’s offices.</p> <p>Contractor: Contractors need to ensure that its waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and hazardous consignment notes and taken to a recycling/ disposal site that has a permit from the Environment Agency to deal with the particular type of waste.</p> <p>Contractors need to comply with the incident requirements in the Works Information.</p>
<p>Site Waste Management Plans (SWMPs) Regulations 2008</p> <p>Please note the SWMP 2008 have been revoked by The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc (Revocations and Amendments) Regulations 2013.</p>	<p>Require all construction projects in England to have plans setting out how waste will be minimised, recycled and managed. These plans have to be written during the design stage of the project and followed and updated throughout construction. The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc (Revocations and Amendments)(regulations 2013) came into force on the 1st Decemeber 2013 and apply to England only. The revoke the Environmental Noise (Identification of Noise Sources) (England) Regulations SI 2007/415;Environmental Noise (Identification of Noise Sources) (England) (Amendment) Regulations SI 2007/2458; and Site Waste Management Plans Regulations 2008/314.</p>	<p>Crossrail Team: Although the SWMP 2008 have been revoked, the development of SWMP is still required in the Contractual requirement of the Works Information part 21.9.2 Crossrail Team needs to ensure that Site Waste Management Plans are in place during the design stage, then be passed on to the principal contractor, who must update it as work progresses.</p> <p>Designers: Although the SWMP 2008 have been revoked, the development of SWMP is still required in the Contractual requirement of the Works Information part 21.9.2 Designers need to minimise the amount of waste generated through their design process and include details of what they have done in the Site Waste Management Plan.</p> <p>Contractors: Although the SWMP 2008 have been revoked, the development of SWMP is still required in the Contractual requirement of the Works Information part 21.9.2 .Contractors must work out how they will minimise, recycle and manage waste; document this in the Site Waste Management Plan and</p>

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<p>Controlled Waste (England and Wales) Regulations 2012</p>	<p>The Regulations help to classify waste as household, industrial or commercial waste and as a result further determine the definition of “controlled waste” which is already established in Part 2 of the Environmental Protection Act 1990. The regulations essentially extend the definition of controlled waste contained in the Act to cover wastes that may not be covered within that definition and to set out exemptions where various wastes will not be classified as controlled waste.</p>	<p>update it as work progresses.</p> <p>Crossrail Team: The Crossrail team need to be aware of what is defined as “controlled waste” and ensure that waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and taken to a permitted site.</p> <p>Designers: Not applicable as designers occupy Crossrail team’s offices.</p> <p>Contractor: Contractors need to be aware of the definition of “controlled waste” and ensure that waste is removed by waste carriers registered with the Environment Agency; accompanied by waste transfer notes and hazardous consignment notes and taken to a permitted recycling/ disposal site.</p>
<p>Environmental Permitting Regulations 2010</p>	<p>Environmental permits are required for waste treatment and storage which could harm human health or the environment unless they are controlled. Schedule 1 sets out the waste treatment and storage activities, including mobile plant, which need to be controlled and for these activities the operator must either obtain a permit or register an exempt waste operation. A single site permit can be issued which authorises multiple sites under the same permit.</p> <p>Different activities classed as either Part A(1) – regulated by the Environment Agency- Part A(2) or Part B – both regulated by the local authority.</p> <p>A key exemption for Crossrail is U1 Use of Waste in Construction Exemption 2011 which allows the use of suitable wastes for small scale construction instead of using virgin raw materials. Limitations apply to the amount and type of waste that can be used under this exemption.</p> <p>An update to the Environment Permitting Regulations in August 2015 makes provisions to implement Directive 2012/19/EU on waste electrical and electronic equipment (recast) (WEEE). This has been highlighted in the section Directive 2012/19/EU (WEEE)</p>	<p>Crossrail Team: Crossrail Team is highly unlikely to undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an Assurance role.</p> <p>Designers: Not applicable as designers do not undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Contractors: Contractors need to obtain and comply with permits and exemptions for any waste treatment or storage.</p>

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<p>Environmental Permitting (England and Wales) (Amendment) Regulations 2012</p>	<p>They amend the Environmental Permitting (England and Wales) Regulations 2010 to:</p> <ul style="list-style-type: none"> • Change the regulations regarding the transfer of environmental permits in certain situations • Provide for the vesting of an environmental permit in the personal representatives of a deceased operator • Require the Secretary of State to review the Environmental Permitting (England and Wales) Regulations 2010 in relation to England before 6 April 2017 and then every subsequent five years • Make minor changes: to certain exempt waste operations 	<p>Crossrail Team: Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an Assurance role and will need to be aware of the changes.</p> <p>Designers: Not applicable as designers do not undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Contractors: Contractors need to obtain and comply with permits and exemptions for any waste treatment or storage and be aware of the slight changes.</p>
<p>Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2013</p>	<p>Regulation 2(2) amends the Environmental Permitting (England and Wales) Regulations 2010 (S.I. 2010/675) to replace the definition of the Landfill Directive with regards to specific criteria for the storage of metallic mercury considered as waste.</p> <p>Article 5(3)(a) of the Landfill Directive prohibits the storage of liquid waste in landfill. Regulation (EC) No 1102/2008 (OJ No L 304, 14.11.08, p 75) (“the Mercury Regulation”) contains a derogation from that prohibition. These Regulations make provision relating to the use of that derogation.</p> <p>The regulator must send to the Secretary of State a copy of any permit issued for a facility designated to store metallic mercury temporarily or permanently.</p>	<p>Crossrail Team: Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an Assurance role and will need to be aware of the changes.</p> <p>Designers: Not applicable as designers do not undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Contractors: Contractors need to be aware of the changes to the environmental permitting regulations in relation to the storage of mercury if such circumstances arose.</p>
<p>Environmental Permitting (England and Wales) (Amendment) Regulations 2014</p>	<p>These Regulations began to come into force on 5 March 2014 and apply to England and Wales. They will come fully into force on 1 October 2014.</p> <p>They amend the Environmental Permitting (England and Wales) Regulations 2010/675 in order to:</p> <ul style="list-style-type: none"> • require certain material facilities that separate out single stream waste materials from mixed waste materials of household or similar origin, to sample the 	<p>Crossrail Team Crossrail Team has passed responsibility for identifying consents needed and preparing applications to contractors, but needs carry out an assurance role and will need to be aware of the changes.</p> <p>Designers: Not applicable as designers do not undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Contractors:</p>

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	<p>quality of the input and output material streams and to make this information transparent;</p> <ul style="list-style-type: none"> • remove the requirement for waste businesses to have secure planning permission for certain waste operations or mining waste operations before an environmental permit can be issued; • make provision relating to the enforcement of Regulation (EU) 493/2012, which lays down detailed rules regarding the calculation of recycling efficiencies of the recycling processes of waste batteries and accumulators; • clarify the position relating to the exercise of functions in relation to waste mobile plant. 	<p>Contractors need to be aware of the changes to the environmental permitting regulations in relation to the waste businesses.</p>
<p>Environmental Permitting (England and Wales) (Amendment) (England) Regulations 2015</p>	<p>These Regulations came into force on 6 April 2015 and apply to England only.</p> <p>They amend the Environmental Permitting (England and Wales) Regulations SI 2010/675, giving the Environment Agency the power to accept enforcement undertakings for non-compliance with certain offences under those Regulations.</p> <p>The Environment Agency would only accept an enforcement undertaking if a clear recognition of any failings or harm caused by the relevant person.</p> <p>A person that an enforcement undertaking is accepted by cannot be convicted of the offence to which it relates unless the person fails to comply with the undertaking</p>	<p>Crossrail Team Crossrail Team have passed on responsibility for ensuring waste permits and consents are in place and complied with to contractors, but needs to carry out an assurance role and will need to be aware of the changes</p> <p>Designers: Not applicable as designers do not undertake any waste treatment or storage that would require a permit or an exemption.</p> <p>Contractors: Contractors need to be aware of the changes to the environmental permitting regulations in relation to the waste businesses. If enforcement action is taken against the contractors, an enforcement undertaking should be considered as a possible response action.</p>
<p>Directive 2012/19/EU (OJ:L197/38/2012) on waste electrical and electronic equipment</p>	<p>Directive 2012/19/EU addresses the environmental impacts of WEEE and provides that those producing EEE will be financially responsible for managing the waste arising from products that they have placed on the market.</p> <p>Importantly, this Directive encourages the separate collection of WEEE and its subsequent treatment, reuse, recovery, recycling and environmentally sound disposal.</p> <p>This Directive aims to promote the reuse and recycling of electrical and electronic equipment (EEE) with the aim of</p>	<p>Crossrail Team: Crossrail Team needs to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Crossrail team will have to be aware of the change in scope of EEE products.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and</p>

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	<p>reducing the amount of waste electrical and electronic equipment (WEEE) that ends up in landfill, and consequently minimising the impact of EEE on the environment.</p> <p>It builds upon the requirements introduced by Directive 2002/96/EC, on the same subject, however this Directive:</p> <ul style="list-style-type: none"> • applies to all EEE, including photovoltaic panels, equipment containing ozone-depleting substances and fluorescent lamps containing mercury (certain types of EEE will continue to be excluded from the scope of this Directive); increases the volume of EEE that Member States are required to collect and use <p>As a result of these changes, this directive will revoke and replace on 15 February 2014.</p> <p>From 13 August 2012 to 14 August 2018, the following categories of EEE come within the scope of this Directive:</p> <ul style="list-style-type: none"> • large household appliances; • small household appliances; • IT and telecommunications equipment; • consumer equipment and photovoltaic panels; • lighting equipment; • electrical and electronic tools, except large-scale stationary industrial tools; • toys, leisure and sports equipment; • medical devices, except all implanted and infected products; • monitoring and control instruments; • automatic dispensers. <p>The Directive introduced a collection target of 45% of electronic equipment sold from 2016, and from 2019, a target of 65% of equipment sold, or 85% of electronic waste generated. Member States are also now able to choose whether to measure and report percentage of equipment sold or percentage of electronic waste generated.</p>	<p>disposed of by the producer. Contractors will have to be aware of the changes in scope of the EEE.</p>
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	<p>By 14 August 2015, the Commission must review the scope of this Directive. From August 2018 several categories of EEE are included in the directive such as:</p> <ul style="list-style-type: none"> • temperature exchange equipment; • screens, monitors, and equipment containing screens having a surface greater than 100cm²; • lamps; • large equipment (any external dimension more than 50cm) including, but not limited to: <ul style="list-style-type: none"> ○ household appliances, ○ IT and telecommunication equipment, ○ consumer equipment, ○ luminaires, ○ equipment reproducing sound or images, musical equipment, ○ electrical and electronic tools, ○ toys, leisure and sports equipment, ○ medical devices, ○ monitoring and control instruments, ○ automatic dispensers, ○ equipment for the generation of electric currents; • small equipment (no external dimension more than 50cm) including, but not limited to: <ul style="list-style-type: none"> ○ household appliances, ○ consumer equipment, ○ luminaires, ○ equipment reproducing sound or images, musical equipment, ○ electrical and electronic tools, ○ toys, leisure and sports equipment, ○ medical devices, ○ monitoring and control instruments, ○ automatic dispensers, ○ equipment for the generation of electric currents; • small IT and telecommunication equipment 	
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	<p>Illegal shipments of WEEE are also addressed and the new Directive will oblige exporters to test whether equipment works or not, and provide documents on the nature of shipments that could be thought illegal. This is to overcome waste being disguised as legal shipments of used equipment to circumvent EU waste treatment rules.</p>	
<p>Waste Electrical and Electronic Equipment Regulations 2013</p> <p align="center">AND</p> <p>Waste Electrical and Electronic Equipment and Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment (Amendment) Regulations 2014</p>	<p>Apply to anyone who uses, treats or disposes of Waste Electrical and Electronic Equipment.</p> <p>Manufacturers, retailers, branders and importers of EEE from products put on the market after 13 August 2005 are responsible for financing the collection, treatment, recovery and disposal of the EEE that they supply to businesses.</p> <p>Different arrangements apply for WEEE arising from products put on the market before 13 August 2005 .If historic WEEE from businesses is being replaced by new equivalent products, the EEE producer is responsible for financing the collection, treatment, recovery and disposal when supplying the new products. In other cases, for example where the historic WEEE is not being replaced, the end user (the business) has to pay.</p> <p>The Waste Electrical and Electronic Equipment Regulations 2013 revoke and replace the Waste Electrical and Electronic Equipment Regulations 2006/3289 and implement Directive 2012/19/EU, on waste electrical and electronic equipment (recast), by introducing a waste management system for waste electrical and electronic equipment (WEEE). They aim to:</p> <ul style="list-style-type: none"> • minimise the disposal of WEEE as unsorted municipal waste by creating a network of designated collection facilities; • ensure that all WEEE from private households that is collected at those facilities is sent for treatment, recovery or recycling to an approved authorised treatment facility; • achieve the recovery targets in Directive 2012/19/EU; • provide that those who produce EEE are registered 	<p>Crossrail Team: Crossrail Team needs to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Crossrail team needs to be aware of the change of scope of EEE goods and recovery targets imposed by the 2012 Directive as well as the amendment in 2014 in response to correcting errors.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Contractors need to be aware of the change of scope in EEE goods and recovery targets imposed by the 2012 Directive as well as the amendment in 2014 in response to correcting errors.</p>

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	<p>with the Member State authorities and are responsible for financing the costs of managing WEEE arising from electrical and electronic equipment (EEE) in each compliance period.</p> <p>In addition, from 1 January 2019, these Regulations will cover a wider range of products in line with Directive 2012/19/EU.</p> <p>These Regulations place obligations on producers as regards WEEE in light of the Directive. Please see Directive 2012 above.</p> <p>A large range of WEEE fell under the scope of the previous WEEE Directive, and Directive 2012/19/EU maintains this until 31 December 2018. From 1 January 2019, the scope of the Directive, and subsequently these Regulations, will change, meaning that all EEE will come under their scope unless they are specifically excluded.</p> <p>Waste Electrical and Electronic Equipment and Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment (Amendment) Regulations 2014</p> <p>These Regulations came into force 25 July 2014 and amend the Waste Electrical and Electronic Equipment Regulations 2013/3113. Amendments include correcting minor drafting errors and implementing corrections of Directive 2011/65/EU on the restriction of the use of certain hazardous substances in electrical and electronic equipment. For example substitution of the word 'will' for the word 'must'</p>	
<p>WEEE Regulations 2013: Government guidance notes</p>	<p>This guidance aims to provide specific advice over and above EU level guidance, and needs to be read in conjunction with such documents.</p> <p>This guidance is intended primarily for use by businesses, public and third sector organisations and individuals involved in the sale and purchase.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Crossrail team will have to be aware of this guidance in terms of the WEEE regulations 2013. .</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and</p>

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		disposed of by the producer. Contractors will have to be aware of this guidance in terms of the WEEE Regulations 2013.
GN04: WEEE Evidence and National WEEE Protocols Guidance	This guidance deals with how to issue evidence of the reuse and treatment of Waste Electrical and Electronic Equipment (WEEE), how to use the national WEEE protocols for small mixed WEEE and large domestic appliances and how to meet the recovery and recycling targets for WEEE.	<p>Crossrail Team: Crossrail Team needs to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Crossrail team will have to be aware of this guidance in terms of recovery and recycling targets for WEEE.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that any Waste Electrical and Electronic Equipment (WEEE) from its activities is collected, treated, recovered and disposed of by the producer. Contractors will have to be aware of this guidance in terms of recovery and recycling targets for WEEE.</p>
<p>Hazardous Waste (England and Wales) Regulations 2005</p> <p>AND</p> <p>Decision 2014/955/EU</p> <p>Now revoked and replaced by Hazardous Waste (miscellaneous amendments) Regulations SI 2015/1360</p>	<p>Applies to all wastes listed as hazardous in the List of Wastes Regulations. Set out procedures to be followed when disposing of, carrying and receiving hazardous waste. Most producers of hazardous waste must notify their premises to the Environment Agency. The mixing of hazardous and non-hazardous waste is banned.</p> <p>In April 2011 the Hazardous Waste Classification System (WM2 (v2.3) was updated for classifying soils. This will apply to contaminated land that is being removed from site as hazardous waste.</p> <p>Decision 2014/955/EU updates the list of wastes or European Waste Catalogue (EWC), which was established under Decision 2000/532/EC. Changes reflect the implementation of the CLP Regulation. Significant changes are made to the range of six digit EWC codes available. A significant proportion will be suspended and replaced with one or more new EWC code.</p> <p>The List of Waste (England) regulations 2005 have been revoked and been replaced by Hazardous Waste (miscellaneous Amendments) Regulations SI 2015/1360</p>	<p>Crossrail Team: Crossrail Team needs to ensure that any hazardous waste from its activities is segregated from other waste, premises are notified to the Environment Agency if the amount of hazardous waste specified in the Regulations is produced, Hazardous Waste Consignment Notes are completed. Crossrail Team needs to use the List of Wastes to:</p> <ul style="list-style-type: none"> • classify and code wastes when arranging for their collection for recycling/ disposal; • determining whether a material or substance is a hazardous waste <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractors: Contractors need to ensure that any hazardous waste from its activities is segregated from other waste, premises are notified to the Environment Agency if the amount of hazardous waste specified in the Regulations is produced, Hazardous Waste Consignment Notes are completed.</p> <p>Contractors need to use the Lists of Waste to:</p> <ul style="list-style-type: none"> • classify and code wastes when arranging for their collection for recycling/ disposal; • Determining whether a material or substance is a hazardous waste.

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<p>Landfill Tax (Amendment) Regulations 2012 And Landfill Tax (Amendment) Regulations 2013 And Landfill tax (Amendment) Regulations 2014 And Landfill Tax (Amendment) Regulations SI 2015 And Landfill Tax (Amendment) (No. 3) Regulations 2015</p>	<p>Landfill Tax Regulations 1996 These regulations outline various administrative procedures relating to the operation of the landfill tax. Specifically they deal with the registration of those organisations that intend to make disposals covered by the tax and the payment of the tax.</p> <p>The Landfill Tax (Amendment) Regulations 2012 and the Landfill (Amendment) Regulations 2013 amend the Landfill Tax Regulations 1996 by changing the maximum credit that landfill site operators may claim against their annual landfill tax liability when making contributions in respect of Landfill communities Fund. The maximum percentage of credit that landfill site operators may claim against their landfill tax liability during the contribution year 2012-13 is changed from 5.6 per cent to 6.8 per cent.</p> <p>The Landfill Tax (Amendment) Regulations 2014 amend the Landfill Tax Regulations 1996/1527, by changing the maximum credit a landfill site operator may claim against annual landfill tax liability, in respect of qualifying contributions made, from 6.8% to 5.1% for contribution years beginning on or after 1 April 2014 Therefore, increased landfill tax to £80 (from £72) a tonne from April 2014.</p> <p>The Landfill Tax (Amendment) Regulations 2015 amend the Landfill Tax Regulations 1996/1527, by changing the maximum amount of credit which a landfill site operator may claim from 5.1% of its landfill tax liability in a contribution year to 5.7%</p> <p>Landfill Tax (Amendment) (No. 3) Regulations 2015 came into force on 2nd July 2015 and update reference to secondary legislation</p>	<p>See Finance Act 2012- Landfill Tax in Waste Section above</p>
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<p>Landfill Tax (Qualifying Fines) Order 2015</p> <p>AND</p> <p>Landfill Tax (Qualifying Fines) (No.2) Order 2015</p>	<p>The Landfill Tax (Qualifying Fines) Order 2015 sets out the requirements of qualifying fines and conditions that fines must satisfy in order to be treated as qualifying fines in accordance with the Finance Act 1996. Fines are material used to cap a landfill and often are formed of inert material. These regulations stipulate the quality and the amount of contamination allowed in this material, which will reduce from 15% to 10% in April 2016.</p> <p>The Landfill Tax (Qualifying Fines) (No. 2) Order states that for material to qualify as Landfill fines, it must: contain no more than an incidental amount of non-qualifying material, not be hazardous waste, no mixing has occurred deliberately. An LOR test should be conducted or evidence specified in a published notice be produced.</p>	<p>See Finance Act 2012- Landfill Tax in Waste Section above</p>
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<p>Waste (England and Wales) (Amendment) Regulations 2012</p>	<p>These amend the Waste Regulations 2011.</p> <p>Requires that:</p> <ul style="list-style-type: none"> • companies confirm that they have applied the waste management hierarchy when transferring waste and include a declaration on their waste transfer note or consignment note • introduce a two-tier system for waste carrier and broker registration, which includes those who carry their own waste, and introduces a new concept of a waste dealer; • make amendments to hazardous waste controls and definition - some non-hazardous wastes may be reclassified as hazardous wastes; • exclude some categories of waste from waste controls. <p>The 2012 regulations amend the 2011 regulations to ensure the proper implementation of Directive 2008 on waste. The amendments in these Regulations include:</p> <ul style="list-style-type: none"> • impose a duty on establishments and undertakings, from 1 January 2015, for the separate collection of waste paper, metal, plastic and glass ; • impose a duty on waste collection authorities, from the same date, when making arrangements for the collection of such waste to make sure that those arrangements are by way of separate collection; • require the Secretary of State to review the Waste (England and Wales) Regulations 2011/988. <p>Please note that the Department for Environment, Food and Rural Affairs (DEFRA) has launched a consultation on proposed amendments to the Waste (England and Wales) Regulations 2011/988 which will provide alternatives to waste transfer notes for some small businesses. For the separate collections there is no DEFRA guidance but a WRAP regulation route map which details a step by step of duty of care and what waste collection sites are required to do: http://www.wrap.org.uk/sites/files/wrap/Route%20Map%20Revised%20Dec%202014.pdf also the Welsh statutory guidance on the Separate Collection of Waste Paper, Metal, Plastic and Glass is a helpful guide.</p>	<p>Crossrail Team: Crossrail Team needs to ensure that it has applied the waste hierarchy and include a declaration on waste transfer notes/ hazardous waste consignment notes from 28 Sep 11 and check new definitions of hazardous waste. Crossrail will also have to ensure that the waste collectors do not co-mingle waste paper, metal, plastic and glass waste streams. Crossrail Team needs to ensure that the wording of waste transfer note is changed to waste information.</p> <p>Designers: Not applicable as designers occupy Crossrail team's offices.</p> <p>Contractor: Contractors need to ensure that they have applied the waste hierarchy and include a declaration on waste transfer notes/ hazardous waste consignment notes from 28 Sep 11 and check new definitions of hazardous waste. Contractors will have to ensure that waste collectors do not co-mingle waste paper, metal, plastic and glass waste streams. If waste streams are collected separately, contractors must check that the TEEP (Technically, Environmentally and Economically practicable) criteria is applied. Contractors need to be aware that the wording of waste transfer note is changed to waste information.</p>
<p>Waste (England and Wales) (Amendment) Regulations 2014</p>	<p>These amend the Waste Regulations 2011 to remove the</p>	

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	<p>requirement for businesses to fill in waste transfer notes and permit the use of alternative forms of evidence. The wording of “waste transfer note” changes to “waste information”.</p> <p>Amendment by Hazardous Waste (Amendments) Regulations 2015. This amendment includes the list of wastes, regulation 35 (waste information), omit (England). Paragraph II of Schedule 1 (waste prevention programmes and waste management plans), Substitute - "(b) naturally occurring material falling within the description of code 17 05 04 in the List of Wastes"</p>	
<p>The Definition of Waste: Development Industry Code of Practice. Version 2, 2011</p>	<p>Provides a process for delivering cost, time, social and environmental benefits to those dealing with excavated site materials.</p> <p>The Code of Practice enables the legitimate re-use of materials on site or their movement between sites with a significantly reduced regulatory burden. In many instances the Code of Practice can provide an alternative to Environmental Permits or Waste Exemptions when seeking to reuse excavated materials.</p> <p>It sets out good practice for the development industry to use when:</p> <ul style="list-style-type: none"> Assessing on a site specific basis whether excavated materials are classified as waste or not; and Determining on a site specific basis when treated excavated waste can cease to be waste for a particular use. It describes an auditable system to demonstrate that this Code of Practice has been adhered to. <p>The Environment Agency will take account of this Code of Practice in deciding whether to regulate the materials as waste.</p>	<p>Crossrail Team: Not directly applicable to Crossrail Team activities but Crossrail Team should encourage Contractors to follow the Code of Practice to reduce costs.</p> <p>Designers: Not applicable</p> <p>Contractors: Contractors will need decide whether to use the Code of Practice when classifying excavated material, particularly where it reduces costs.</p>
<p>WM2 Technical Guidance- Hazardous waste</p> <p>From July 2015 has been superseded by WM3 Technical Guidance – Waste classification</p>	<p>This Technical Guidance document has been developed to provide guidance on the assessment and classification of hazardous waste based on the definition of hazardous waste contained in Directive 2008/98/EC, on waste (the revised Waste Framework Directive).</p> <p>It is intended to provide advice to all involved in the production, management and control of hazardous waste and to be a reference document for all legislation related to hazardous waste</p>	<p>Crossrail Team: Not directly applicable to Crossrail Team activities as very minor hazardous substances are produced, however the Crossrail Team should encourage Contractors to follow the technical guidance on hazardous waste.</p> <p>Designers: Not applicable</p> <p>Contractors: Contractors will need decide to consider the guidance in relation to hazardous waste into their waste procedures and site waste management</p>

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	<p>and its management.</p> <p>It details the classification of waste empty packaging for hazardous waste. It changes threshold weight calculations. If a container is not “empty” it must be classed as hazardous. If there are residues it will equate to hazardous packaging.</p> <p>WM3 Technical Guidance – Waste Classification</p> <p>This technical guidance explains how to assess if the waste displays a hazardous property and how to classify it. The new guidance document is a result of several changes to the law. The changes include:</p> <ul style="list-style-type: none"> • Amendments to the List of Waste (or European Waste Catalogue) • A major revision of hazardous properties • The adoption of the new system of chemical classification 	<p>plans especially during station fit out stages when paints, adhesives etc will be used more widely.</p>
<p>The Mayor’s Draft Business Waste Strategy</p>	<p>Overall aims of the strategy are:</p> <ul style="list-style-type: none"> - Focus on waste reduction and the more efficient management of resources to reduce the financial and environmental impact of waste. - Manage as much of London’s waste within its boundaries as practicable by taking a strategic approach to developing new capacity. - Boost recycling performance and energy generation to deliver environmental and economic benefits to London <p>Key targets:</p> <ul style="list-style-type: none"> - Achieve 70% re-use, recycling and composting of commercial and industrial (C&I) waste by 2020, maintaining these levels to 2031. <p>Achieve 95% re-use, recycling and composting of construction, demolition, and excavation (CDE) waste by 2020, maintaining these levels to 2031.</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. Crossrail has used the targets in this Strategy to set the Crossrail targets for waste.</p> <p>Designers: Designers need to minimise the amount of waste generated through their design process and include details of what they have done in the Site Waste Management Plan.</p> <p>Contractors: Contractors must work out how they will minimise, recycle and manage waste to meet waste targets in the Works Information; document this in the Site Waste Management Plan and update it as work progresses.</p>
<p>Waste & Resources Action Programme - The Construction</p>	<p>The commitment is worded as: <i>‘We commit to playing our part in halving the amount of</i></p>	<p>Crossrail Team: Crossrail Team has signed up to the commitment to play its part in meeting</p>

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<p>Commitments: Halving Waste to Landfill</p>	<p><i>construction, demolition and excavation waste going to landfill by 2012. We will work to adopt and implement standards for good practice in reducing waste, recycling more, and increasing the use of recycled and recovered materials'</i></p> <p>WRAP are asking the industry as a whole to publicly support this sector goal of halving the amount of construction, demolition and excavation waste being sent to landfill by 2012. Achieving this goal means meeting the challenges being set by the Strategy for Sustainable Construction.</p>	<p>Wrap's target to halve construction waste to landfill. Crossrail's waste targets are much higher than exceed 50%.</p> <p>Designers: Designers need to minimise the amount of waste generated through their design process.</p> <p>Contractors: Contractors must meet the targets for waste reuse and recycling included in the Works Information as part of their contracts.</p>
<p>Position Statement - Regulating trials of waste management operations</p>	<p>Operators who want to carry out trials of waste management techniques sometimes question the need for a permit for these short-term operations. To help clarify this issue, the Environment Agency has issued a statement that explains its approach to the regulation of waste management trials. However there needs to be a balance between encouraging innovation and protecting the environment and human health from activities involving waste.</p> <p>There are two scenarios where trials are envisaged: <i>Permitted sites:</i> Some proposed trials may involve clearly-understood processes where the need for an environmental permit is already established and the trial involves a change to an existing process. However, the operator may want to use a new waste stream in their process which has not been tried elsewhere. If the operator can demonstrate by risk assessment that the treatment of the proposed new waste stream poses no additional threat to the environment or to human health, then requiring a variation application at that stage may be disproportionate to the risk the trial poses. N.B. A regulatory position on a trial at a permitted site may be refused (or withdrawn) where the site is failing to comply with its permit or is under any investigation for environmental offences. <i>Sites without permits:</i> In other cases operators may be developing completely new operations or be using untested techniques. In these cases the requirement for an environmental permit may stop the trial going ahead and runs the risk of stifling beneficial innovation. A regulatory position statement (RPS), which is specific to that trial and specifies the site or sites will be issued if the trial has been accepted by the Environment Agency. The RPS will set out criteria that need to be met for the trial to take place and may</p>	<p>Crossrail Team: No requirements specifically related to Crossrail. However will need to be aware if trials are conducted on sites. All contact with the Environment Agency must go through Crossrail first.</p> <p>Designers: No requirements specifically related to designers</p> <p>Contractors: Contractors must work out if they require a trial on certain waste streams. Contractors must liaise with Crossrail on such trials before contacting the Environment Agency.</p>

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	also include actions to be taken by the operator once the trial has ended.	
Revised Waste Duty of Care Code of Practice 2015	The Department for Environment, Food and Rural Affairs (DEFRA) and the Welsh Government have published a consultation on the Revised Waste Duty of Care Code of Practice. The duty of care is set out in the Environmental Protection Act 1990, and is a legal requirement for those dealing with certain kinds of waste to take all reasonable steps to keep it safe. The new code of practice aims to (a) explain the legislative requirements of the duty of care, and make clear who and what they apply to (b) provide guidance so that each user understands how to demonstrate compliance with the duty of care (c) Signpost other legislative requirements that apply to the management of waste and must be complied with alongside the duty of care in particular circumstances (d) publish in a format that meets the needs of the user	<p>Crossrail Team: The Crossrail Team provide an assurance role to contractors and the Facilities Team with regards to Duty of Care. The new guidance makes it clearer who these regulations apply to and what the expectation is of them.</p> <p>Designers: No requirements specifically related to designers</p> <p>Contractor: The Contractors should ensure that this code of practice is followed once it comes into force, in order to comply with the Duty of Care Requirement.</p>
Producer Responsibility Obligations (Packaging Waste) (Amendment) Regulations SI 2012/3082	These Regulations impose on producers the obligation to recover and recycle packaging waste, and related obligations. Crossrail is not a producer of packaging waste at the moment however this will change when the project moves into station fit out stages.	<p>Crossrail Team: The Crossrail Team provide an assurance role to contractors and the Facilities Team with regards to the producer responsibility regulations.</p> <p>Designers: Designers should consider where materials and packaging could be reused and reduced in the designs.</p> <p>Contractor: Contractors should ensure that the amount of packaging waste is reduced where possible and investigate possible opportunities to recue packaging. This is particular relevant for the Systemwide Contracts.</p>
Forthcoming Legislation		
Non- Agricultural diffuse water pollution (England & Wales) –	Not yet known if and when to become law.	Not yet known if and when to become law.

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Draft Environmental Permitting (England and Wales) Regulations 2016	The Department for Environment, Food and Rural Affairs (DEFRA) has launched a consultation on the Draft Environmental Permitting (England and Wales) Regulations 2016, which will consolidate and replace the current Environmental Permitting (England and Wales) Regulations SI 2010/675. There are no major changes to the regulations, just minor updates.	See Section on Environment Permitting Regulations for how this has been implemented on the Crossrail Project.
Directive on the assessment and management of environmental noise	Commission Directive 2015/996 establishes common noise assessment methods to assess and manage environmental noise in accordance with Directive 2002/49/EC. The methods of assessment will ensure that information on environmental noise and its effects are made available to the public and that action plans are adopted to prevent and reduce environmental noise particularly where exposure levels can induce harmful effects on human health. Member States are required to use the assessment methods from 31 December 2018 onwards.	<p>Crossrail Team: Noise is addressed through the Crossrail Act 2008 and Environment Minimum Requirements on the Crossrail project and therefore this legislation will not apply.</p> <p>Design Team: Noise is addressed through the Crossrail Act 2008 and Environment Minimum Requirements on the Crossrail project and therefore this legislation will not apply.</p> <p>Contractor Team: Noise is addressed through the Crossrail Act 2008 and Environment Minimum Requirements on the Crossrail project and therefore this legislation will not apply.</p>

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