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5A. Framework Construction Environmental Management Plan (CEMP)

5.1 Introduction

- 5.1.1 This document presents a framework for the Construction Environmental Management Plan (CEMP). The Final CEMP will be produced for the Proposed Development following the appointment of the contractor in accordance with Requirement 16 of the draft Development Consent Order (DCO) [REP4-002].
- 5.1.2 This Framework CEMP sets out a series of proposed measures that would be applied by the contractor to provide effective planning, management and control during construction to control potential impacts upon people, businesses and the natural and historic environment.
- 5.1.3 Potential impacts have been identified through the Environmental Impact Assessment (EIA) process and are reported in the Environmental Statement (ES Volume I, Document Ref. 6.2). A range of ‘standard’ or best practice mitigation and construction management measures were accounted for in the assessments presented within the ES and which will be implemented during construction of the Proposed Development. This Framework CEMP demonstrates how these commitments in the ES will be implemented. It also sets out the monitoring and auditing activities designed to demonstrate that such mitigation measures are carried out and that they are effective.
- 5.1.4 For the purposes of this document, the following definitions apply:
- a) “The Applicants” are Net Zero Teesside Power Limited and Net Zero North Sea Storage Limited who is seeking to obtain powers to construct, operate and maintain the Proposed Development through an application for a DCO (refer to the draft DCO) [REP4-002]).
 - b) The “Appointed Contractor” is any contractor appointed by the Applicants to deliver the construction works (and shall also include any sub-contractors appointed by the Contractor to carry out any part of the main construction works).
 - c) This “Framework CEMP” is a document containing a series of outline environmental management plans and related documents for the Proposed Development, which is produced by the Applicants during the design stage of the Proposed Development.
 - d) The “Final CEMP” is a document containing a series of detailed environmental management plans and related documents for the Proposed Development, which is produced by the Contractor in advance of Proposed Development construction and refined during the construction stage as necessary.

- 5.1.5 The Final CEMP will be produced in line with this framework document following receipt of development consent and must be approved by Redcar and Cleveland Borough Council (RCBC) and Stockton-on-Tees Borough Council (STBC). The need for a detailed Final CEMP to be produced in this manner will be secured through a requirement in the draft DCO.
- 5.1.6 The Final CEMP will include:
- a code of construction practice, specifying measures designed to minimise the impacts of construction works including minimising the risk of collapse of any Horizontally Directionally Drilled (HDD) crossing;
 - a scheme for the control of any emissions to air;
 - a soil management plan;
 - a sediment control plan;
 - a scheme for environmental monitoring and reporting during the construction of the authorised development, including measures for undertaking any corrective actions; and
 - a scheme for the notification of any significant construction impacts on local residents and for handling any complaints received from local residents relating to such impacts during the construction of the authorised development.
- 5.1.7 This Framework CEMP has been produced in conjunction with the ES (Document Refs. 6.2 to 6.4) with the aim of ensuring that design and impact avoidance measures reported in the ES are implemented and are effective, together with any additional mitigation measures proposed to reduce significant adverse effects. Site-specific controls, which will be included within the Final CEMP, would be developed taking the measures set out in this Framework CEMP into account.
- 5.1.8 It is expected that the contractor will comply, as a minimum, with applicable environmental legislation at the time of construction, together with any additional environmental controls imposed by the DCO. The Final CEMP will be designed with the objective of compliance with relevant environmental legislation and the mitigation measures set out within the ES and this Framework. Any additional construction licences, permits or approvals that are required would be listed in the Final CEMP, including any environmental information submitted in respect of them. This Framework CEMP covers the principal construction activities envisaged at the time of preparation of the ES. The final scope will be determined through consultation with RCBC, STBC and other relevant regulatory authorities, including but not limited to the Environment Agency and the Marine Management Organisation, and also relevant landowners. South Tees Development Corporation (STDC) and Sembcorp Utilities (UK) Limited will be consulted where matters relate to their interests. The key elements of the Final CEMP will include:
- an overview of the Proposed Development and associated construction programme;
 - prior assessment of potential environmental impacts (through the EIA);

- reduction of potential adverse impacts through design and other mitigation measures;
- corrective action procedure; and
- links to other complementary plans and procedures.

- 5.1.9 In summary, the Final CEMP will identify how commitments made in the ES will be translated into actions on Site and includes a schedule for implementing the actions through allocation of key roles and responsibilities.
- 5.1.10 The Appointed Contractors will be responsible for working in accordance with the environmental controls documented in the Final CEMP. The overall responsibility for implementation of the Final CEMP will lie with the Applicants.
- 5.1.11 The Final CEMP will be designed with the objective of compliance with the relevant environmental legislation and the mitigation measures set out within the ES. It should be read alongside any other environmental documents related to the construction phase and the ES submitted in support of the DCO application.
- 5.1.12 Any additional construction licences, permits or approvals that are required will be listed in the Final CEMP, including any environmental information submitted in respect of them.

5.2 Construction Programme

- 5.2.1 The current expectation is that the construction works will be split into three phases.
- 5.2.2 The most likely construction programme is currently anticipated to be the construction of the Proposed Development in a four-year construction phase commencing shortly after the DCO is granted. Table 5A-1 provides an indicative construction programme.
- 5.2.3 Construction working hours will generally be Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00, however it is likely that some construction activities will be required to be 24 hours at certain times. This is principally construction activities that cannot be stopped, such as concrete pouring. Where on-site works are to be conducted outside the core hours, they will comply with the restrictions stated in this Framework CEMP and any other restrictions agreed with the planning authorities.
- 5.2.4 Activities that could generate a noise nuisance will not be undertaken at night, including but not limited to sheet piling, piling, use of impact wrenches, concrete scabbling, use of reversing sirens, and concrete jack hammering. Construction noise limits will need to be in compliance with the construction noise scheme agreed with relevant planning authority.
- 5.2.5 Detailed descriptions of the construction methods for each of the development areas is provided in Chapter 5: Construction Programme and Management (ES Volume I, Document Ref. 6.2).

Table 5A-1: Indicative Construction Programme

	2022				2023				2024				2025				2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works																				
Site establishment																				
RBT and Infrastructure Modifications																				
Tees and Dunes/Foreshore Crossings																				
PCC Construction																				
PCC Utilities																				
Electrical Connection																				
Gas Connection																				
CO ₂ Gathering Network																				
Commissioning																				

5.3 Construction Laydown and Welfare Facilities

- 5.3.1 Proposed construction laydown areas, including storage, site offices, welfare facilities and car parking, will be located at various places within the Site boundary (see Works Plans, Document Ref. 4.4).
- 5.3.2 Clearance, levelling and ground preparation works for these laydown areas may be required to provide a suitable surface material. The surface material will be permeable so as to allow rainwater to percolate to ground, with suitably bunded locations identified as storage areas for any hazardous or polluting materials or chemicals to reduce the risk of pollution.

5.4 Traffic Management and Off Site Delivery Routes

- 5.4.1 During construction, the Appointed Contractors will ensure that the impacts from construction traffic on the local community (including local residents and businesses and users of the surrounding transport network) are minimised, where reasonably practicable. This will be ensured by implementing the measures set out in the Framework Construction Workers' Travel Plan (CWTP) and the Framework Construction Traffic Management Plan (CTMP) (ES Volume III, Appendix 16B and 16C) respectively; final Plans will be secured by Requirements 19 and 20 of the draft DCO (Document Ref. 2.1).
- 5.4.2 The Framework CTMP provides details of the designated routes for HGV movements. It is proposed that construction HGVs associated with the construction on the PCC Site (including containerised deliveries arriving via Teesport) will arrive and depart the Site via the entrance on the A1053 Tees Dock Road and the internal site road network running from south-east of Teesport to the PCC Site. The same access will be used for construction traffic for the HP Compressor Station, CO₂ Export Pipeline and Water Connections. It is anticipated that the bulk of HGV traffic will access Tees Dock Road, via A19 and A66, or A174. However, some local HGV traffic may access the Tees Dock Road from the north-east via the A1085 Trunk Road.
- 5.4.3 To minimise the impacts on the local highway network it is proposed to import large modular plant and Abnormal Indivisible Loads (AILs) for the Low-Carbon Electricity Generating Station using the wharf at the Redcar Bulk Terminal (RBT). These AILs will be delivered by sea then moved from the RBT wharf to the PCC Site using the existing internal Teesworks roads. AILs weighing less than 100 tonnes in weight may also be brought in through Teesport and none are proposed to be delivered on the public highway.
- 5.4.4 Materials required to carry out the construction of connections outside the PCC Site including on the north bank of the Tees will be delivered direct to the connections worksites and laydown areas rather than the site entrance.
- 5.4.5 Construction workers will access the PCC Site and construction areas on the south bank from the main site entrance located off the A1085 / West Coatham Lane Roundabout. Construction workers on construction sites on the north bank of the Tees will access laydown areas in this area via the A1048, A1185, A178, B1275, Cowpen Bewley Road, Seaton Carew Road, and Seal Sands

Road. On-site parking will be provided for construction worker's vehicles both north and south of the Tees.

- 5.4.6 The Final CEMP will provide final details of the designated routes for HGV movements and worker car movements, with reference to the CWTP and CTMP.

5.5 Spoil Management

- 5.5.1 Spoil will primarily arise from the construction of tunnels (and associated shafts) and bores associated with the Natural Gas Connection, Water Discharge Connection (outfall), CO₂ Export Pipeline and CO₂ Gathering Network (see above).
- 5.5.2 The ISBL and OBSL Contractors will take all reasonable measures to apply the waste hierarchy which is, in priority order, as follows:
- prevention;
- reuse;
- recycling or recovery; and
- disposal.
- 5.5.3 During enabling works and construction, spoil arising will be temporarily stockpiled within the Site boundary before either beneficial re-use on site for use in development platform construction or being taken off-site by HGV for treatment and/or disposal at a local permitted facility (in the local area) or for reuse in other development sites in the area.
- 5.5.4 Measures to minimise the impact of spoil on flood risk and water quality are outlined in Table 5A-3 below. Spoil will be stockpiled in areas at low risk of flooding (Flood Zone 1) within the Site boundary on the Teesworks site or on the laydown area at Seal Sands. The size of the stockpile(s) will be minimised where possible by excavation works being constructed in parallel with development platform construction which will utilise spoil arisings where these are geotechnically or chemically suitable. In addition, there will be progressive off-site removal of geotechnically unsuitable or contaminated materials for re-use, treatment and/or disposal. South Tees Development Corporation will be consulted on the arrangements and timescales for removal. Stockpile heights will therefore be low and there is sufficient area within the PCC boundary and associated Teesworks laydown area (Work No. 9a) to accommodate the volume of spoil expected to be generated. No spoil will be retained on site after the end of the construction period.
- 5.5.5 Suitable measures will be put in place to prevent sediment being washed into watercourses, and the stockpiles will be visually monitored for wash away during and after periods of prolonged rainfall.
- 5.5.6 Spoil will be sampled and any contaminated spoil identified will be managed in accordance with the Site Waste Management Plan (SWMP) and a Material Management Plan (MMP) which will be prepared and appended to the Final CEMP. A Framework Site Waste Management Plan (SWMP) has been developed as part of the Framework CEMP (Annex A), which allows for waste streams to be estimated and monitored and goals set with regards to the waste produced. The Framework SWMP is appended to this CEMP as (Appendix 5A, ES Volume III, Document Ref. 6.4). The MMP will specify that any potentially contaminated soils will be managed in accordance with:
- Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites (Defra, 2009); and

Definition of Waste: Development Industry Code of Practice (CL:AIRE, 2011).

- 5.5.7 Any suspected contaminated spoil will be placed on an impermeable membrane to prevent the leaching of any contaminants into the subsurface or watercourses. Site specific Screening Verification Criteria for the classification of soils for re-use or disposal will be derived by the Applicants in accordance with the MMP.
- 5.5.8 All spoil will be processed and managed in accordance with The Waste (England and Wales) Regulations 2011 (as amended).

5.6 Recycling and Disposing of Waste

- 5.6.1 In order to control the waste generated on Site during site preparation and construction, the contractor will separate the main waste streams on Site, prior to them being taken to a waste facility for recycling or disposal. As outlined above spoil will be beneficially used onsite where possible to minimise the amount of spoil that requires treatment or disposing of offsite.
- 5.6.2 A Site Waste Management Plan (SWMP) will be included in the Final CEMP, which will specify the waste streams to be estimated and monitored and goals set with regards to the waste produced. Under the DCO requirements, the SWMP must be submitted to and approved by the relevant planning authority before construction works commence. A Framework SWMP is appended as Appendix A of this document.
- 5.6.3 The SWMP will require that the contractor segregates waste streams on-site, prior to them being taken to a licensed waste facility for recycling or disposal. All waste to be removed from the Site will be undertaken by fully licensed waste carriers and taken to licensed waste facilities.

5.7 Management and Mitigation Plan

5.7.1 This section of the Framework CEMP sets out the mitigation and management measures to be included as a minimum in the Final CEMP. It also illustrates how the monitoring strategy will be set out and the responsible party identified for each mitigation/enhancement measures or monitoring requirement.

Table 5A-2: Air Quality

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Increased NO ₂ and PM ₁₀ from on-site demolition and construction vehicle/ plant emissions.	Appropriate standard and best practice control measures will be included in the Final CEMP, which may include: <ul style="list-style-type: none"> Avoid mechanical roughening or grinding of concrete surfaces, where appropriate. 	To be confirmed in Final CEMP.	Appointed Contractors
Increased particulates and deposited dust from soil and spoil movements and handling.	<ul style="list-style-type: none"> Cutting and grinding operations, if required, will be conducted using equipment and techniques that reduce emissions and incorporate appropriate dust suppression measures; Prohibit open fires on Site; Damping down of dust-generating equipment and vehicles within the Site and the provision of dust suppression in all areas of the Site that are likely to generate dust; Measures to keep roads and accesses clean; Covering materials, deliveries or loads entering and leaving the construction site for the purposes of preventing materials and dust spillage in transit; Vehicles transporting materials within or outside the construction site will not be overloaded; Where possible, locating static plant away from sensitive boundaries or receptors; Stockpiles and mounds will be kept away from sensitive receptors, watercourses and surface drains where reasonably practicable, and sited to take into account the predominant wind direction relative to sensitive receptors; 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> • Minimise operating time outside of normal working hours/ daylight hours. • Store sand and aggregates in bunded areas and store cement powder and fine materials in silos, where appropriate; • Use water suppression and regular cleaning to minimise mud on roads, and control dust during earth moving activities; • Employ wheel wash systems at site exits; • Restrict where practicable the use of unmade road accesses; • Minimising duration of stockpiling of topsoil or spoil during pipeline construction; • Materials stockpiles likely to generate dust will be enclosed or securely sheeted, damped down or stabilised as appropriate; • Mixing of grout or cement-based materials will be undertaken using appropriate techniques/mitigation suitable for the prevention of dust emissions. <p>Good practice will also be employed for the siting and operation of non-road mobile machinery to control associated emissions, including:</p> <ul style="list-style-type: none"> • Minimise vehicle and plant idling; • Vehicles and plant will be switched off and secured when not in use and construction vehicles will conform to current emissions standards; • Vehicle, plant and equipment maintenance records will be kept on-site and reviewed regularly; • Where possible, locating static plant away from sensitive boundaries or receptors; and, • Minimise operating time outside of normal working hours/ daylight hours. <p>Haul routes:</p> <ul style="list-style-type: none"> • High usage haul routes will be surfaced and maintained so as to control dust emissions, as far as reasonably practicable. The 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
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- frequency of cleaning will be suitable for the purposes of suppressing dust emissions from the site boundaries;
- Restrict where practicable the use of unmade road accesses;
 - Regular inspection of haul routes and prompt repair (if required) will be undertaken; and
 - Enforcement of speed limits on haul roads for safety reasons and for the purposes of suppressing dust emissions will be implemented.

Table 5A-3: Surface Water, Water Resources and Flood Risk

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Deposition of fine sediment</p> <p>Leakage or accidental spillage of building materials and potentially polluting materials used on Site, migrating to nearby surface watercourse or infiltrating to groundwater.</p> <p>Flood Risk</p>	<p>The contractor will comply with relevant Good Practice Guidance documents, to be detailed in the Final CEMP and a Maintenance and Management Plan approved by the relevant planning authority (following consultation). The Final CEMP will be supported by a Water Management Plan (WMP) that would be included as a technical appendix. The WMP will provide greater detail regarding the mitigation to be implemented to protect the water environment from adverse impacts during construction.</p> <p>The contractor will ensure that construction staff are fully aware of the potential impact to water resources associated with the construction works and procedures to be followed in the event of an accidental pollution event occurring. This would be included in the site induction and training, with an emphasis on procedures and guidance to reduce the risk of water pollution.</p> <p><u>Management of Fine Sediment:</u></p> <ul style="list-style-type: none"> • All reasonably practicable measures will be taken to prevent the deposition of fine sediment or other material in any existing waterbody, arising from construction activities. The measures will accord with the principles set out in industry guidelines including the CIRIA report 'C532: Control of water pollution from construction sites'. • A temporary drainage system will be developed to prevent runoff contaminated with fine particulates from entering surface water drains without treatment. This will include identifying all land drains and water bodies on the Site and ensuring that they are adequately protected. Discharge to such water bodies (directly or indirectly) will only be made with the permission of the Environment Agency and with the necessary treatment measures implemented; • Where possible, earthworks will be undertaken during the drier months of the year. When undertaking earth moving works, periods of very wet weather will be avoided, if possible, to minimise the risk of generating runoff contaminated with fine particulates. However, it 	To be confirmed in Final CEMP	Appointed Contractors

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- is likely that some working during wet weather periods will be unavoidable, in which case mitigation measures will be implemented to control fine sediment laden runoff;
- To protect waterbodies from fine sediment runoff, topsoil/subsoil will be stored a minimum of 10 m from watercourses on flat lying land (and further if the ground is sloping, subject to on-site risk assessment on observational monitoring). Where this is not possible, and it is to be stockpiled for longer than a two-week period, the material will be covered with geotextile mats. In all scenarios, runoff from the stockpile will be prevented from draining to a watercourse without prior treatment;
 - Appropriately sized runoff storage areas for the settlement of excessive fine particulates in runoff will be provided. It is likely that treated water will then be pumped under a temporary Water Activity Permit from the Environment Agency and/or under an agreement with Northumbrian Water to an existing Treatment Works (assumed to be treated at the Brans Sands WwTW);
 - Mud deposits will be controlled at entry and exit points to the Site using wheel washing facilities and/ or road sweepers operating during earthworks activities or other times as considered necessary;
 - Equipment and plant are to be washed out and cleaned in designated areas within the Site compound where runoff can be isolated for treatment before discharge to surface water drainage under appropriate consent and/ or agreement with Environment Agency and / or Northumbrian Water, or otherwise removed from site for appropriate disposal at a licensed waste facility;
 - Debris and other material will be prevented from entering surface water drainage, through maintenance of a clean and tidy site, provision of clearly labelled waste receptacles, grid covers and the presence of site security fencing;
 - The Final CEMP will include details of pre, during and post-construction water quality monitoring. The specifics of the monitoring will be finalised through discussion with the relevant stakeholders and is likely to include a combination of visual observations, in situ

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>testing using handheld water quality probes, and periodic sampling for laboratory analysis;</p> <ul style="list-style-type: none"> • Foul water from any site compound (including temporary toilets) would be either tankered away to an appropriate disposal facility by a licensed waste disposal contractor, or treated on-site in a package treatment tank or equivalent; • If any suspected contaminated material is discovered during the works, the contractor would be required to investigate the areas and assess the need for containment or disposal of the material. If material is considered to be contaminated, it would be disposed of to an appropriately licensed facility; • Any waters removed from excavations by dewatering would be discharged appropriately, subject to the relevant permits being obtained; • Foundations and services would be designed and constructed to prevent the creation of pathways for the migration of contaminants and would be constructed of materials that are suitable for the ground conditions and designed use. For example, water supply pipes would be designed in accordance with current good practice and applicable guidance to ensure pipes are protected from potential impacts associated with contamination; and • No discharges from any self-contained wheel wash and localised wheel wash would be permitted to discharge directly into any surface water system. <p><u>Management of Spillage Risk:</u></p> <ul style="list-style-type: none"> • Fuel will be stored and used in accordance with the Control of Substances Hazardous to Health Regulations 2002, and the Control of Pollution (Oil Storage) (England) Regulations 2001. Particular care will be taken in accordance with industry standards with the delivery and use of concrete and cement as it is highly corrosive and alkaline; • Fuel and other potentially polluting chemicals will either be in self-bunded leak proof containers or stored in a secure impermeable and 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>bunded area (minimum capacity of 110% of the capacity of the containers);</p> <ul style="list-style-type: none"> • Any plant, machinery or vehicles will be regularly inspected and maintained to ensure they are in good working order and clean for use in a sensitive environment. This maintenance is to take place off site if possible or only at designated areas within the Site compound. Only construction equipment and vehicles free of all oil/ fuel leaks will be permitted on site. Drip trays will be placed below static mechanical plant; • Containment measures would be implemented, including drip trays, bunding or double-skinned tanks of fuels and oils; • All chemicals would be stored in accordance with their Control of Substances Hazardous to Health (COSHH) guidelines, whilst spill kits will be provided in areas of fuel/oil/minor chemicals storage; • An Emergency Spillage Plan would be produced as part of the Final CEMP, which site staff will have read and confirmed that they understand, via the site induction; • The mixing and handling of materials would be undertaken in designated areas and away from surface water drains; • Plant and machinery would be kept away from surface waterbodies wherever possible and would have drip trays installed beneath oil tanks/engines/gearboxes and hydraulics, which would be checked and emptied regularly. Refuelling and delivery areas would be located away from surface water drains; • Exposed ground and stockpiles would be protected as appropriate and practicable to prevent windblown migration of potential contaminants. Water suppression would be used if there is a risk of fugitive dust emissions; • All washing down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses; • As far as reasonably practicable, only biodegradable hydraulic oils will be used in equipment working in or over watercourses; 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> • All fixed plant used on the Site will be self-bunded; • Mobile plant is to be in good working order, kept clean and fitted with portable drip trays, bunds or similar at all times; • A Pollution Prevention Plan will be prepared and included alongside the Final CEMP. Spill kits and oil absorbent material will be carried by mobile plant and located at high risk locations across the Site and regularly topped up. All construction workers will receive spill response training and toolbox talks; • Trenchless crossings by HDD will be designed to prevent a bore failure or “frac-out”. • The Site will be secure to prevent any vandalism that could lead to a pollution incident; • Construction waste/ debris are to be prevented from entering any surface water drainage or water body; • Surface water drains on roads or within the construction compound will be identified and, where there is a risk that fine particulates or spillages could enter them, the drains will be protected (e.g. using covers or sandbags); • Suitable facilities for concrete wash water (e.g. geotextile wrapped sealed skip, container or earth bunded area) will be adequately contained, prevented from entering any drain, and removed from the Site for appropriate disposal at a suitably permitted waste facility; and • Water quality monitoring of potentially impacted watercourses will be undertaken to ensure that pollution events can be detected against baseline conditions and can be dealt with effectively. 		
	<p><u>Flood Risk:</u></p> <ul style="list-style-type: none"> • For crossings of the Tees there must be a minimum clearance of 1 m below hard bed level. Any proposed works to the watercourses may require Land Drainage Consent and may also require a Water Framework Directive (WFD) Assessment. 		

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- The Final Construction Environmental Management Plan (CEMP) will incorporate measures (as outlined within this Framework CEMP (Appendix 5A, ES Volume III, Document Ref. 6.4) to prevent an increase in flood risk during the construction works, specifically in areas of higher flood risk (any works in Flood Zones 2 or 3).
- Such measures will include:
 - topsoil and other construction materials will be stored outside of the 1 in 200-year floodplain extent and only moved to the temporary works area immediately prior to use;
 - connectivity will be maintained between the floodplain, the River Tees and Great ham Creek, with no changes in ground levels within the floodplain;
 - the construction laydown areas, site office, and supervisor will be notified of any potential flood occurring by use of the 'Floodline Warnings Direct' service;
 - the Contractor will be required to produce a Flood Risk Management Action Plan/ Method Statement which will provide details of the response to an impending flood and include:
 - a 24-hour availability and ability to mobilise staff in the event of a flood warning;
 - the removal of all plant, machinery and material capable of being mobilised in a flood for the duration of any holiday close down period;
 - details of the evacuation and site closedown procedures; and
 - arrangements for removing any potentially hazardous material and anything capable of becoming entrained in floodwaters, from the temporary works area.
 - if perched groundwater is encountered during establishment of core foundations and the crossing of the River Tees or any other watercourse via tunnelling methods, dewatering may be required. The most appropriate methods to dewater excavations will be selected, for example, prior to dewatering the perimeter of the excavation could be enclosed with either sheet-pile or a diaphragm wall;

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- during the construction of the Tees Crossing the EA's GPP pollution prevention guidelines will be observed, and formal consent where required will be obtained from the EA for works within 16 m of a tidal watercourse, from the LLFAs for works within 8 m of an ordinary watercourse and from the Marine Management Organisation where relevant.
- construction works undertaken adjacent to, beneath and within watercourses would comply with relevant guidance during construction, including the requirements of any Environmental Permit, Ordinary Watercourse Consent and IDB Bylaws.
- activities carried out within the floodplain of a main river are considered regulated activities and as such require permission from the Environment Agency. A FRAP is likely to be required for certain works close to Environment Agency main rivers and flood defences;
- The EA's GPP (pollution prevention guidelines) will be observed, and formal consent is required from the EA for works within 16 m of a tidal watercourse, from the LLFAs for works within 8 m of an ordinary watercourse and from the Marine Management Organisation.

Water Quality Monitoring:

- During construction a water quality monitoring programme will be implemented to ensure that mitigation measures are operating as planned and preventing pollution. This is standard practice for construction works of this type, and full details will be outlined in the WMP accompanying the Final CEMP, and which will be secured in the Commitments Register (Appendix 25A, ES Volume III, Document Ref. 6.4). The purpose of the monitoring programme will also be to ensure that should pollution occur it is identified as quickly as possible and appropriate action is taken in line with the Pollution Prevention Plan.
- The water quality monitoring programme will be developed by the Principal Contractor in consultation with the Environment Agency (due to works potentially impacting flow in a Main River and WFD waterbodies), LLFA (due to works potentially impacting flow in an

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>Ordinary Watercourse), the MMO and potentially Natural England during the process of obtaining environmental permits/licences for works affecting, or for temporary discharges to, watercourses within the Site.</p> <ul style="list-style-type: none"> The programme may be expected to include a combination of daily observations and monitoring using a calibrated, handheld water quality probe through the upstream and downstream reaches of water features hydrologically-connected to the Site. It is expected that water quality sampling may be undertaken on a periodic as well as ad-hoc basis, dependent upon circumstances / activities onsite. Monitoring and sampling will be undertaken prior to the commencement of construction as to allow sufficient baseline data to be collected. 		

Table 5A-4: Geology, Hydrogeology and Contaminated Land

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Potential for risks to human health associated with waste generation, land contamination, airborne contamination and groundwater contamination.</p> <p>Potential risks of explosion if explosive gases were to accumulate in excavations.</p>	<ul style="list-style-type: none"> • Prior to the design and construction of the project, a ground investigation (GI) will be undertaken to assess the degree to which the Site is contaminated and identify the potential impacts this may have to site users and the environment. The findings will feed into the detailed design process and the Final CEMP prepared and implemented in order to mitigate the effect of potential impacts of the Proposed Development during construction; • Best practice measures will be adopted during construction to prevent or reduce as far as reasonably practicable spillage risk and spillage effects by adhering to the Final CEMP. The Final CEMP shall address the management of concrete batching, concrete usage and accidental spillage relating to foundation and building construction; • Should the ground investigation prove the need for piling or soil mixing to take place, the construction methodology will be assessed to reduce as far as reasonably practicable the risk of development of preferential pathways (e.g. groundwater flow) between the Made Ground present and the underlying Secondary 'A' or 'B' bedrock Aquifers; • A SWMP (A Framework SWMP is included as Annex A of this document) and Materials Management Plan (MMP) will be implemented as part of the Final CEMP to provide suitable controls to facilitate the re-use of materials such as soils and crushed concrete; • An Asbestos Management Plan (AMP) will be prepared and implemented as part of the Final CEMP. Particular emphasis is placed on this with regards to the development of the PCC Site given its former use as a steelworks; • The DCO will include a requirement that no part of the authorised development may commence, save for geotechnical surveys and other investigations for the purpose of assessing ground conditions, until a scheme to deal with the contamination of land, including groundwater, which is likely to cause significant harm to persons or pollution of controlled waters or the environment, has, for that part, 	<p>To be confirmed in Final CEMP.</p>	<p>Appointed Contractors</p>

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- been submitted to and, after consultation with the Environment Agency, approved by the relevant planning authority;
- If during the course of the development any contamination is found which has not been previously identified, an appropriate risk assessment will be prepared. Any actions resulting from the risk assessment will be agreed with the Local Planning Authorities/ Natural England along with any remedial measures. Contamination assessment will be in accordance with the CIRIA C552 - Contamination Land Risk Assessment, A Guide to Good Practice and the Model Procedures for the Management of Contaminated Land, CLR11. These remedial measures will be adopted as part of the scheme;
 - The scheme development will actively work towards achieving an earthworks balance. The suitability of excavated materials for re-use will be assessed as part of the proposed ground investigation works. All earthworks operations will need to be undertaken in accordance with BS6031:2009 and HE (HE) guidelines including DMRB Series 600 'Earthworks';
 - Land disturbance will be reduced as far as is reasonably practicable and disturbed areas outside the footprint of the Proposed Development will be revegetated as soon as reasonably practicable after construction. Soil excavation will be undertaken with consideration given to the prevailing ground and weather conditions when programming the execution of the works to reduce the potential for mobilisation of exposed soil and / or sediment. Although not anticipated to be widely present, if encountered, topsoil and subsoil will be kept separately during excavation;
 - A Pollution Response Plan, secured as part of the Final CEMP, will be in place prior to the commencement of construction works. The plan will outline key pollution mitigation measures to be adopted including a Control of Substances Hazardous to Health (COSHH)/ fuel inventory and key contacts to be notified in the event of a significant pollution incident, which may subsequently lead to the contamination of controlled waters or soils. All bulk fuel and COSHH items will be stored in accordance with the relevant Environment

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>Agency Pollution Prevention Guidance notes (withdrawn but widely considered good practice) and storage regulations. Tanks and dispensing pumps will be locked when not in use to prevent unauthorised access;</p> <ul style="list-style-type: none"> • Only well-maintained plant will be used during construction to minimise the potential for accidental pollution from leaking machinery or damaged equipment. Static machinery and plant are expected to be stored in hardstanding areas when not in use and, where necessary, to make use of drip trays beneath oil tanks/ engines/ gearboxes/ hydraulics. Spill response kits containing equipment that is appropriate to the types and quantities of materials being used and stored during construction will be maintained on site for the duration of the works; • The Final CEMP will set out procedures for dealing with unexpected soil or groundwater contamination that may be encountered. This would typically require affected works to stop to enable appropriate people to be notified, and further characterisation and risk assessment to be undertaken, before remediation or mitigation proposals are agreed with all required stakeholders; • Specific mitigation measures may be required in the form of treating/ remediating any contamination encountered during construction (e.g. any contamination that may be associated with any potentially contaminative sites identified as part of the assessment, notably the landfills and areas of potentially infilled land). This will be confirmed based on information gathered through ground investigation; • To minimise the effects on soil resources during any earthworks, including materials management, high standards of soil handling and management will be employed with a view to minimising where possible the double handling of soils and the extent to which exposed soils will be left vulnerable to erosional processes; • The re-use of excavated materials during construction will be governed by either a Materials Management Plan developed in accordance with CL:AIRE (2007) and secured as part of the Final CEMP, an environmental permit or a relevant exemption; 		

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- The disposal of soil waste, contaminated or otherwise, to landfill sites will be mitigated by minimisation of the overall quantities of waste generated during construction, and by ensuring that excavated material consigned to landfill cannot, as an alternative, be put to use either on the Proposed Development or on other sites;
- Where there is a requirement to dispose of surplus excavated materials off site as waste, the material will be characterised to determine firstly whether it is Hazardous or Non-Hazardous waste in accordance with the Environment Agency's Technical Guidance WM3 and then once this is established, the appropriate disposal facility will be determined through Waste Acceptance Criteria (WAC) analysis, as required;
- All workers would be required to wear Personal Protective Equipment (PPE) such as dust masks as applicable;
- An Emergency Spillage Action Plan secured as part of the Final CEMP, will be produced, which staff would have read and understood, and provisions made to contain any leak/spill;
- Should any potentially contaminated ground, including isolated 'hotspots' of contamination and/or potential deposits of asbestos containing materials (ACM), be encountered, the contractor would be required to investigate the areas and assess the need for containment or disposal of the material. The contractor would also be required to assess whether any additional health and safety measures are required;
- To further minimise the risks of contaminants being transferred and contaminating other soils or water, construction workers would be briefed as to the possibility of the presence of such materials;
- In the event that contamination is identified, appropriate remediation measures would be taken to protect construction workers, future site users, water resources, structures and services;
- Piling design and construction works would be completed following the preparation of a piling risk assessment, completed in accordance with the Environment Agency's 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

on Pollution Prevention'. A piling and penetrative foundation design method statement would be submitted to and after consultation with the Environment Agency, agreed with the local authority. This is secured by Requirement 24 of the DCO (Document Ref. 2.1). Low noise piling techniques will be adopted where reasonably practicable.

Storage of Fuels, Oils and Chemicals:

- The preparation of a map that highlights all potential contamination sources as part of the Final CEMP, SWMP, MMP and AMP;
- The preparation of an inventory of all chemicals, fuels and oils will be kept up to date and be available on site. Spill contingency plans will be created for each of the items on the inventory. These will be supported by warning notices and appropriate spillage containment equipment and materials at key locations;
- Chemicals, fuels and oils will be stored in secure and designated storage areas in accordance with the appropriate regulatory requirements, including the Control of Pollution (Oil Storage) (England) Regulations 2001 and Control of Substance Hazardous to Health (COSHH) Regulations 2002. Storage areas will need to be located on hardstanding areas to prevent the possible infiltration of contaminants into soils;
- Re-fuelling of plant will take place in appropriate areas to be agreed in the Final CEMP, i.e. having an impervious base and are bunded or provided with interceptor drains. Spill kits will be kept with all vehicles on site and all bowzers are to be double skinned or have a bund. Vehicles and equipment will not be left unattended during re-fuelling. In order to prevent materials leaking from static plant, such as pumps and generators, static plant will be placed on drip trays wherever practicable;
- All valves, hoses and associated re-fuelling equipment will be regularly inspected to ensure that they are still in a suitable condition. This equipment will be protected from vandalism and unauthorised

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>interference and will be turned off and securely locked when not in use;</p> <ul style="list-style-type: none"> • All storage of drums containing hazardous material will be located within the temporary construction compound. Any spillages or leaks will be dealt with promptly and all waste disposed of in an appropriate manner. All tanks, drums and other containers will be clearly marked as to their contents. Before any tank is removed or perforated, all contents and residues will be emptied by a competent operator for safe disposal; and • Any staff involved in fuel handling will be given appropriate training, and site-specific procedures will be developed for all staff. Workers will be made aware of their statutory responsibility under Section 85 of the Water Resources Act 1991 not to 'cause or knowingly permit' water pollution. In addition, they will be made aware of their statutory responsibility under Regulations 38(1) and 12(1) of the Environment Permitting Regulations 2016 not to 'cause or knowingly permit' a water discharge activity or groundwater activity without an environmental permit. 		

Table 5A-5: Noise and Vibration

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Vibration due to construction activities causing annoyance at Noise Sensitive Receptors (NSRs) and damage to building structures.	<ul style="list-style-type: none"> The DCO will include a requirement that no part of the authorised development may commence, save for the permitted preliminary works, until a scheme for the monitoring and control of noise and vibration during the construction of that part of the authorised development has been submitted to and approved by the relevant planning authority; 	To be confirmed in Final CEMP	Appointed Contractors
Noise effect due to construction activities at nearby NSRs.	<ul style="list-style-type: none"> Abiding by agreed construction noise limits at nearby NSRs; Avoidance of working in the more sensitive evening and night times where possible; Ensuring processes are in place to minimise noise before works begin and ensuring that best practicable measures (BPM) are being achieved throughout the construction programme; Where reasonably practicable, construction will be sited at least 20 m away from NSRs, Ensuring that modern plant is used, complying with the latest noise emission requirements. Selection of inherently quiet plant where possible; Hydraulic techniques for breaking to be used in preference to percussive techniques where practical; Use of rotary bored rather the driven piling techniques (if required), where possible; All plant and equipment being used for the works to be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use; Use of screening locally around significant noise producing plant and activities; All vehicles used on-Site shall incorporate broadband reversing warning devices as opposed to the typical tonal reversing alarms to minimise noise disturbance where reasonably practicable; 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> • All contractors to be made familiar with current legislation and the guidance in BS 5228 (Parts 1 and 2), which should form a prerequisite of their appointment; • Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials within the proposed Site boundary to be conducted in such a manner as to minimise noise generation; • Consultation with the relevant local authority (RCBC and STBC) and local residents to advise of potential noisy works that are due to take place; • Noise complaints should be monitored, reported to the contractor and immediately investigated; and • A detailed noise assessment will be carried out once the contractor is appointed and further details of construction methods are known, in order to identify specific mitigation measures (including construction traffic). 		

Table 5A-6: Terrestrial Ecology and Nature Conservation

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Impacts on terrestrial features of statutory designated sites (Teessmouth and Cleveland SSSI).	<ul style="list-style-type: none"> Where reasonably practicable, routing of connection corridors is to utilise existing infrastructure, including the extensive existing network of pipeline racks, to minimise excavations and construction activities required and therefore minimise disturbance to species and habitats present; 	To be confirmed in Final CEMP	Appointed Contractors
Impacts on terrestrial features of Local Nature Conservation designation (Coatham Marsh LWS).	<ul style="list-style-type: none"> Trenchless technologies will be utilised where reasonably practicable to minimise effects on habitats and species; Permanent habitat losses associated with pipelines will be minimised through compliance with the requirements of NPS EN-4 (the requirement for post construction reinstatement of habitats); 		
Impacts through habitat losses and disturbance.	<ul style="list-style-type: none"> A Habitat Management Plan and a Landscape and Biodiversity Strategy will be included within Application. These, taking account of the results of surveys being completed in 2020, will be prepared and agreed with Natural England; 		
Impacts on water quality as a result of construction activities.	<ul style="list-style-type: none"> All construction works affecting terrestrial habitats suitable for great crested newt would be subject to a Precautionary Working Method Statement (PWMS) approach supervised by an ECoW; 		
Impacts on protected species (including Bats).	<ul style="list-style-type: none"> Standard best practice prevention measures will be applied for the prevention of surface and ground water pollution, fugitive dust management and noise prevention or amelioration (measures included in Tables 5A-1 to 5A-4 where relevant to terrestrial ecology); An Environmental or Ecological Clerk of Works (ECoW) would be present during construction as appropriate to supervise and instruct implementation of impact avoidance commitments; Pre-construction survey requirements and any measures required to comply with relevant protected species legislation, including attainment of necessary licences and permits will be outlined within the Final CEMP; and The Final CEMP will be accompanied by an Invasive Species Management Plan (ISMP) which would specify the measures and supervision necessary during construction to prevent the spread of the controlled weed species to new locations. An invasive non-native 		

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

plant survey would be undertaken prior to construction to determine the current location and extent of invasive plant stands, and to inform specification of the ISMP.

Ecological Clerk of Works:

- Immediately prior to site clearance and the start of construction in each relevant part of the Site, further site walkover surveys would be undertaken by an ecologist to confirm whether the risks remain as previously assessed and/or to confirm the correct implementation of impact avoidance measures (e.g. protected species stand-offs). The scope of the required walkovers would be defined on a case by case basis, in consultation with the project team and the local authority or other relevant statutory consultees as necessary, based on the specific risks; and
- Relevant site staff would receive toolbox talks on the ecological risks present, legal requirements and working arrangements necessary to comply with legislation. Toolbox talks would be repeated as necessary over the duration of the relevant works.

The following precautionary working methods would be employed to minimise potential adverse effects on protected/notable species prior to, and during, construction:

- Precautionary working method statements would be produced to specify working requirements and other impact avoidance measures and would be controlled and implemented through the Final CEMP;
- Where reasonably practicable, vegetation clearance works would be undertaken outside the bird breeding season, which is generally between March and August inclusive. Where this is not reasonably practicable, an ecologist would inspect all areas of vegetation prior to clearance, and clearance would only be undertaken subject to the

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>instruction and requirements of the ecologist to protect any birds and their nests;</p> <ul style="list-style-type: none"> • Cleared ground would be maintained in a disturbed state in the run-up to construction commencing to minimise the risk of ground nesting birds attempting to nest on cleared ground; and • Precautionary measures would be implemented to prevent trapping wildlife in construction excavations in order to ensure compliance with animal welfare legislation. All excavations deeper than 1m would be covered or fenced overnight, or where this is not practicable, a means of escape would be fitted (e.g. battened soil slope or scaffold plank) to provide an escape route should any animals stray into the construction site and fall into an excavation. <p>An Indicative Lighting Strategy has been prepared to accompany the DCO application (Document Ref. 5.11) to demonstrate how lighting impacts on sensitive ecological features, including bats:</p> <ul style="list-style-type: none"> • Lighting will be restricted to focused point use where reasonably practicable; • Controls on lighting/illumination to minimise visual intrusion and potential adverse effects on sensitive ecology will be considered as far as reasonably practicable as part of the development of a lighting scheme; and • Construction temporary site lighting will be designed as far as reasonably practicable so as to minimise artificial light spill from the Site. <p>The DCO will include a requirement that a scheme for external lighting must be submitted to and approved by the relevant planning authority prior to commencement of the development. The approved scheme must be in accordance with the Indicative Lighting Strategy.</p>		
Failure of committed grassland habitat mitigation to establish once	As part of the monitoring provision which must be produced as part of Requirement 4 of the DCO , the monitoring requirement identified in the	Monitoring proposals to be agreed as part of the works	Appointed Contractor / Applicants

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
the Proposed Development is operational.	Landscape and Biodiversity Plan will be used to inform the discharge of the requirement.	to discharge requirement 4 of the DCO	
Water Vole habitat avoidance during construction	An existing 5m stand-off zone between the existing pipeline racks and the watercourses identified in the Riparian mammal report update [EN010103/9.27] will be retained during construction to remove construction encroachment into water vole habitat.	To be confirmed in the Final CEMP	Appointed Contractor
	A management plan for the maintenance of grassland will be produced, based on the 10 year monitoring results.	A management plan for the maintenance of grassland to be agreed as part of the works to discharge requirement 4 of the DCO	Applicants
Pre construction surveys identify that water voles have expanded their habitat range.	Based on the results of pre-construction surveys for protected species, an appropriate Water Vole Impact Avoidance Strategy will be prepared with reference to the most recent survey data. It will set out the measures and supervision required to deliver legislative compliance during construction of the Proposed Development. Including: <ul style="list-style-type: none"> the pre-construction survey data of Belasis Beck and the unnamed watercourse near the roundabout at the junction of Seaton Carew Road, Seal Sands Road and the A1185; any requirements for ongoing further surveys; appropriate construction stand-offs from watercourses, or in the case of watercourse crossings, until such time that an Ecological Clerks of Works advises that the relevant construction works can proceed; appropriate timings to minimise potential for disturbance impacts on water vole; site inductions and toolbox talks for construction personnel as appropriate; requirements (if relevant) for displacement, trapping, exclusion and relocation of water voles from relevant construction areas under a conservation licence, and habitat enhancement to deliver a benefit for water vole; and, Obtain a conservation licence, if required. 	To be confirmed in the Final CEMP	Appointed Contractor/Applicants

Table 5A-7: Aquatic Ecology

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Impacts on statutory designated sites Teesmouth and Cleveland Coast SPA, Ramsar and SSSI.</p> <p>Impacts on rivers, ditches and ponds e.g. through habitat disturbance or impacts on water quality as a result of construction activities.</p> <p>Impacts on fish e.g. through disturbance/removal of water body fish suitable habitat, unavoidable release of sediments to water bodies and noise and vibration next to waterbodies causing disturbance to fish.</p> <p>Impacts on macroinvertebrates and macrophytes through habitat disturbance/ resulting in habitat quality which may result in the changes to the composition of the community.</p>	<ul style="list-style-type: none"> • Standard best practice prevention measures will be applied for the prevention of surface and ground water pollution, fugitive dust management and noise prevention or amelioration (measures included in Tables 5A-1 to 5A-4 where relevant to aquatic ecology); and • Biosecurity measures will be put in place to reduce the spread of invasive non-native species. 	<p>To be confirmed in Final CEMP</p>	<p>Appointed Contractors</p>

Table 5A-8: Marine Ecology

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Direct loss and physical disturbance to marine ecology (habitats and species).</p> <p>Impacts caused through underwater sound and visual disturbance.</p> <p>Reduction in or changes to marine water quality.</p>	<ul style="list-style-type: none"> Standard best practice prevention measures will be applied for the prevention water pollution, fugitive dust management and noise prevention or amelioration (measures included in Tables 5A-1 to 5A-4 where relevant to marine ecology) Construction of the CO₂ Export Pipeline shall be carried out where practicable to minimise land-take and the subsequent loss of benthic habitats and species, as well as to reduce disturbance to other marine ecological receptors; 'No dig' construction using trenchless technologies shall be used to install the Natural Gas Connection and CO₂ Gathering Network across the River Tees in order to minimise disturbance to riverine habitats and species; Pre-construction sediment contamination testing shall be carried out in consultation with the MMO; All project vessels shall adhere to the International Convention for the Control and Management of Ships' Ballast Water and Sediments with the aim of preventing the spread of marine INNS; and All project vessels shall adhere to the International Maritime Organisation (IMO) Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (Biofouling Guidelines). <p><u>Underwater sound and visual disturbance management measures:</u></p> <ul style="list-style-type: none"> The standard JNCC mitigation measures for explosives, piling and geophysical surveys (JNCC, 2010a; JNCC, 2010b; JNCC, 2017) shall be adopted during construction of the Proposed Development as appropriate; Activities that generate impulsive underwater sound within the marine environment (i.e. piling) shall not be undertaken at night; and Should any preparatory dredging be required, material shall be disposed of at a licensed marine disposal site. Options, in close proximity to the Site, are available; this includes the existing Teesside 	To be confirmed in Final CEMP	Appointed Contractors

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	A (TY 160) and Teesside C (TY 150) which are known to regularly receive material similar to that which is likely at the proposed dredge locations. Disposal of dredged material would be undertaken in accordance with deemed Marine Licences that will be secured by the DCO.		
UXO clearance methodology proposals	<p>The mitigation presented, replicates conditions 23 of Schedules 10 and 11 of the DCO</p> <p><i>No removal or detonation of UXO can take place until a UXO clearance methodology has been submitted to and approved in writing by the MMO and in consultation with the EA, the methodology must include:</i></p> <ul style="list-style-type: none"> <i>a methodology for the identification of potential UXO targets;</i> <i>a methodology for the clearance of magnetic anomalies or otherwise which are deemed a UXO risk;</i> <i>information to demonstrate how the best available evidence and technology has been taken into account in formulating the methodology;</i> <i>a debris removal plan;</i> <i>a plan highlighting the area(s) within which clearance activities are proposed;</i> <i>details of engagement with other local legitimate users of the sea;</i> <i>a programme of works; and</i> <i>a Marine Mammal Mitigation Protocol (MMMP) with the intention of preventing auditory or other injury to marine mammals, informed, as required, by the MMO Marine Conservation Team.</i> 	UXO clearance methodology to be consulted on and agreed as part of the works to discharge conditions 23 of Schedules 10 and 11 of the DCO	Appointed Contractor
Opportunities for enhancement in the sub-tidal area	The Applicants will investigate opportunities to introduce ecological enhancements on the new outfall head in the sub-tidal area (if this option is required), with a view to providing the MMO and EA with evidence of the effectiveness of ecological enhancement in the sub-tidal zone.	To be confirmed in Final CEMP	Appointed Contractor

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Impact of bore failure (frac-out) and resultant loss of drilling fluid into Designated Sites from Horizontal Directional Drilling (HDD) processes	<p>The following measures will be included to reduce instances of bore failure during Horizontal Directional Drilling (HDD) operations:</p> <ul style="list-style-type: none"> • In advance of any HDD operations a competent and experienced design contractor will be engaged to develop the initial HDD route. • Comprehensive ground investigation data will be collected in advance of HDD design to establish the geology, topography and bathymetry of the proposed route. Including a series of bore holes to a depth no less than 5m below the expected drill route. • A detailed design will then be undertaken to establish the optimum route and address the above key factors to mitigate the risk of collapse of the HDD. Detailed design will also identify and evaluate any requirements for additional reinforcement along proposed drill route (HDD casing) • Selection of an experienced HDD installation contractor to complete the engineering and installation works. • Undertake analysis to identify key parameters to be monitored during installation. • Monitor drilling operations – ensure parameters remain within safe operating envelope. 	To be confirmed in Final CEMP	Appointed Contractors
Pollution Prevention Plan	The contractor will provide a pollution prevention plan in advance of any work completed in the marine environment.	To be confirmed in Final CEMP	Appointed Contractors

Table 5A-9: Ornithology

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Potential effects on Teesmouth and Cleveland Coast SPA/ Ramsar/ SSSI (noise/ vibration and visual disturbance and barrier to movement for various species) including:</p> <ul style="list-style-type: none"> – redshank ((migratory (winter qualifying species)): – sandwich tern (Annex 1 qualifying species); and – sandwich tern, redshank, shelduck, teal, sanderling and lapwing (waterfowl assemblage qualifying species). 	<ul style="list-style-type: none"> • To ensure legislative compliance in relation to nesting birds, all clearance of suitable vegetation during site preparation would be undertaken outside the breeding season (typically March-August inclusive for most species), where reasonably practicable. In situations where this is not possible, an ecologist would check the working area for nests before works commence. If nests were discovered, appropriate mitigation would be implemented to ensure that they are not disturbed or destroyed before any works can commence in that area. This would include imposing exclusion zones between the works and nest(s) and suspending vegetation clearance works within the area until any young had fledged. If Schedule 1 species are found breeding within or next to the proposed development site construction, works will stop immediately, and the local authority and Natural England would be informed. A licence may be required before works could continue; 	To be confirmed in Final CEMP	Appointed Contractors
<p>Potential effects of noise, disturbance and habitat loss relating to Birds of Conservation Concern Red Listed Breeding Bird Breeding Bird Assemblage.</p>	<ul style="list-style-type: none"> • Phasing of construction will be planned, where reasonably practicable, so that those activities with potential to cause noise and/or visual disturbance of receptors, and those that would result in habitat losses, are carried out at a time of year when the likelihood of birds being present is minimised; 		
<p>Potential effects on Schedule 1 breeding birds (barn owl).</p>	<ul style="list-style-type: none"> • Where HDD will take place in the vicinity of Bran Sands Lagoon within the Teesmouth and Cleveland Coast SPA and Ramsar, the HDD launch point will be on the southern shore located approximately midway between Dabholm Gut and Bran Sands Lagoon. Noise barriers will be placed at the HDD launch point, in or near the SPA/Ramsar pools/lagoons and/or Dabholm Gut and also work at Navigator Terminals on the CO₂ Gathering Network. This is to reduce any noise exposure to the surrounding bird population. 		
<p>Potential destruction/damage of nests (all breeding bird species).</p>	<ul style="list-style-type: none"> • Visual screens will be put in place and maintained when work is undertaken in or near the SPA/Ramsar Pools and lagoons and/or Dabholm Gut. Visual screens will also be in place during the CO₂ Gathering Network construction adjacent to Bran Sands Lagoon and for work at Navigator Terminals. 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> Potential effects on barn owl will be avoided by siting infrastructure and working areas sensitively and by timing works where practicable to minimise disruption during the breeding season for this species (mid-March to the end of September as a minimum); and Any works associated with construction of the proposed infrastructure that have the potential for significant noise or disturbance effects will not be undertaken during extreme weather conditions that coincide with spring tides or other extreme tide conditions, because SPA and other water birds are more likely to roost or seek shelter on land in such conditions. 		

Table 5A-10: Traffic and Transportation

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Increased traffic flows, including HGVs on the roads leading to the PCC.	<p>Implementation of the Construction Worker Travel Plan (CWTP) which includes measures and procedures to encourage construction workers to adopt modes of transport which reduces reliance on single occupancy private car use including:</p> <ul style="list-style-type: none"> It is proposed that all construction workers would arrive and depart the Site via the existing entrance to the former SSI steelworks site located off the A1085 at the roundabout with West Coatham Lane. There are other access points to the Natural Gas Connection and CO₂ Gathering Network corridors in Seal Sands; Parking demand would vary throughout the construction phase and an area of hardstanding will be set aside within the Site to accommodate parking for construction workers through a Park and Ride facility; All construction staff would be made aware of the measures included in the CWTP, so that benefits can be delivered and the number of car borne trips reduced by promoting car sharing, minibus use and public transport; 	To be confirmed in Final CEMP	Appointed Contractors

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> • The Applicants will be responsible for ensuring a condition of contract between the Applicants and the contractor to develop and comply with the provisions of a Construction Workers' Travel Plan, prepared in accordance with the CWTP; • A Travel Plan Co-ordinator will be appointed by the contractor to manage and deliver the Travel Plan. The Travel Plan Co-ordinator's details would be supplied to Redcar and Cleveland Borough Council (RCBC) and Highways England; • The Travel Plan Co-ordinator would work closely with the Site Manager, who has overall responsibility for the Site, and thus has the authority to introduce measures for those workers who do not follow the guidelines; • The responsibilities of the Travel Plan Co-ordinator are expected to include: <ul style="list-style-type: none"> - encouraging the contractual obligations of contractors/ sub-contractors related to the Travel Plan to be adhered to; - ensuring the Travel Plan notice board is located in a prominent position and that the information is kept up to date; - monitoring parking to ensure no off-site parking is undertaken on any public highway leading to the Site, with sanction measures taken against those offending; - managing the number of parking spaces available on-site to help ensure that the number of vehicles is controlled, and that sustainable transport options are promoted; - alongside the Site Manager, set the appropriate criteria for construction workers to receive a pre-allocated parking space; - reviewing the split of vehicles between cars, vans and minibuses and assessing effectiveness of the Travel Plan against targets set. Additional measures to ensure that the Travel Plan meets its overall objectives would be considered where necessary (e.g. implementing a lift share policy or 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>putting on additional minibuses to pick up from key worker locations);</p> <ul style="list-style-type: none"> - being based on Site; - acting as the key point of contact for issues related to construction traffic; - undertaking a snap-shot parking survey on one day per month to ensure car park occupancy targets are being met; - reviewing cycle parking provision on a monthly basis; - engaging with local stakeholders; - act as a point of contact for feedback from employees, the Council and local residents regarding any issues with construction worker traffic; - in emergencies, the Travel Plan Co-ordinator would provide a guaranteed lift home for car sharers e.g. by use of taxi. The provision could be extended for emergency situations for staff that cycle to the Site; - monitoring performance against the targets of the Construction Workers' Travel Plan; - implementing additional measures if not delivering on targets set; - the Travel Plan Co-ordinator would hold regular review meetings to ensure any issues are dealt with effectively; and - the Travel Plan Co-ordinator would collate and where necessary, respond to feedback from employees, the Council and local residents regarding any issues. <ul style="list-style-type: none"> • The contractor will be responsible for managing how their workers travel to and from the Site. Given the number of parking spaces to be provided, the contractor's responsibilities will primarily include: <ul style="list-style-type: none"> - providing a Travel Plan Co-ordinator to oversee the management and delivery of the Construction Workers' Travel Plan; 		

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> - encouraging and promoting the use of sustainable transport measures included within the Construction Workers' Travel Plan; and - organising crew minibuses to transport workers to and from the Site where appropriate. <ul style="list-style-type: none"> • Car parking at the Site would be monitored by the Travel Plan Co-ordinator, with restricted access. The Site Manager and the Travel Plan Co-ordinator will set the appropriate criteria for construction workers to receive a pre-allocated parking space; • Contractors would be encouraged to provide minibuses for transporting their workers from the key points of construction worker origin to the Site. This would have the benefit of reducing the number of vehicular trips on the local road network. For example, many of the construction workers would find local accommodation at hotels and bed and breakfasts (B&Bs). They would be keen to minimise their daily travel costs and a minibus service would be an attractive means of transport to them. The locations of accommodation chosen by these workers could provide suitable pick up locations for the minibus. Minibus routes could also be set up to collect workers that live locally from central pick up points; • The contractor would be encouraged to set up and manage a car share scheme for their workers; • Secure parking for bicycles would be provided. Construction staff that cycle to work would also have access to shower and changing facilities and lockers to store clothing, cycle helmets etc; • Information about all available forms of public passenger transport including routes and destinations, service frequencies and locations of nearest bus stops shall be provided in an information pack and sent to construction workers prior to them starting work at the Site. Public transport information would also be displayed on the travel information boards. It will be the responsibility of the Travel Plan Co-ordinator to ensure that this information is kept up-to-date; • An on-site storage facility is usually provided by contractors. This facility would encourage construction workers to store their tools on- 		

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

site. This would reduce the number of tools they would need to carry each day and would assist those workers who are considering cycling or car sharing as a potential travel mode;

- Details of the sustainable transport options available for accessing the Site would be provided in an information pack and sent to construction workers, prior to them starting work at the Site. This will raise awareness of the initiatives being implemented and also allow staff to register an interest in the schemes. The contractor will be responsible for ensuring all construction workers receive the information pack prior to starting work on Site;
- All construction workers will receive an introductory meeting on the travel plan when they commence work, incorporated into the Site safety briefing. It will include details of sustainable transport measures available for accessing the Site and parking arrangements;
- The Travel Plan Co-ordinator would be responsible for monitoring the Travel Plan, to ensure an efficient and effective execution of the measures, and to refine the measures, where necessary, to cope with the changes in demand over the construction phase;
- An important part of the monitoring strategy would be obtaining feedback from construction workers, Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council and local residents regarding any issues with construction worker traffic. The appointment of a Travel Plan Co-ordinator will ensure that an appropriate point of contact is available and can react to such feedback; and
- Construction workers will be given the chance to offer their suggestions and ideas via a suggestion box/an informal discussion with the Travel Plan Co-ordinator; while review meetings will be held at regular intervals to ensure any issues are dealt with effectively.

A Framework CTMP is provided in support of the application (ES Volume III, Appendix 16C):

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- HGV arrivals will be managed and spread evenly over the day between the hours of 07:00 and 19:00 to avoid on-site congestion unless agreed in exceptional circumstances (e.g. during concrete pouring) in advance with the local authority. The only deliveries outside these hours may be the delivery of Abnormal Indivisible Loads (AIL), if required. Any noisy works outside the core working hours, including timing of AIL deliveries, if required, would need to be agreed with the local planning authority on a case by case basis. On average these deliveries will equate to just 8 HGV trips per hour (4 in and 4 out). A HGV routing plan will be communicated to all drivers during their induction;
- The Council's and Highways England's normal loads officer would be consulted at the earliest opportunity on the programme and plan for the delivery of the AILs;
- It is proposed that all construction HGVs associated with the construction of the PCC will arrive and depart the Site either via the existing entrance or via Tees Dock Road and the internal site road network;
- Local road signage for construction traffic will be provided;
- Materials required to carry out the construction of the Natural Gas Connection and CO₂ Gathering Network will be delivered direct to the connections worksite rather than the site entrance;
- In the interests of highway safety, wheel cleaning facilities should be installed on Site from the start of the construction phase. Wheel cleaning facilities should also be located at each of the temporary access points to the Natural Gas Connection and CO₂ Gathering Network. All HGVs leaving the construction site should be required to wheel wash when exiting the Site. The need for this measure should be periodically reviewed throughout the construction period;
- A 24 hour contact name and number will be established by the contractor and displayed on a notice board at the construction site entrance points;
- AILs delivered via the Redcar Bulk Terminal will be transported within the Teesworks internal road network;

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- Any AILs weighing less than 100 tonnes and containerised loads delivered to Teesport will be transported via Tees Dock Road and the internal Teesworks road network north of Lackenby Steelworks;
- The Contractor will work with the relevant authorities and stakeholders to secure appropriate approvals for the transportation of abnormal loads;
- Monitoring will be undertaken by the Appointed Contractors to assess the effectiveness of the measures included in the final CTMP (to be approved by RCBC and STBC pursuant to a DCO Requirement) to control the routing and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A 24 hour contact name and number will be established by the contractor and displayed at the Site;
- The Appointed Contractors will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to the Council on request;
- Should any complaints be raised by members of the public with regards to construction HGVs not using the dedicated HGV route to the Site, gatehouse records will be used to identify the offending HGV involved and appropriate sanctions put in place to ensure no repeat events;
- The Appointed Contractors must ensure that the designated HGV route (which is the most direct route from the motorway network) is adhered to by HGV drivers and the contractor must ensure that the policy is distributed to all HGV drivers. This policy will be reinforced during staff inductions;
- to ensure compliance with the measures set out above, the contractor must enforce the disciplinary procedure, “yellow/ red card system” or equivalent. In the first event of non-compliance, a warning will be issued to the HGV driver (yellow card). In the event of any repeat of the contravention, that driver will be prohibited from making further HGV deliveries to the Proposed Development Site (red card);

Potential Impact

Mitigation/ Enhancement Measure

Monitoring Requirement

Responsibility

- it will be a condition of contract between the Applicant and the Appointed Contractors to ensure that an anti-social behaviour policy is adhered to by both HGV drivers and construction workers. This policy will be reinforced during the induction and will include HGV drivers being made aware not to park on the public highway, with sanctions put in place to deal with non-compliance;
- the Appointed Contractors will erect signage at the main junctions to ensure that all HGV traffic relating to the Proposed Development travel in the appropriate directions. The Appointed Contractors will also be required to maintain all the HGV route signage;
- a 24 hour contact name and number will be displayed on a notice board at the Proposed Development Site entrance, on the Applicant's website and on the Council website if they elect to, for members of the public to contact should they have any issues regarding construction traffic; and
- residents will be updated on the construction of the Proposed Development via a regular update bulletin posted on the Applicant's website and on the Council website if they elect to host this. A 24-hour contact name and number for members of the public to contact should they have any issues regarding construction traffic.

Table 5A-11: Landscape and Visual Amenity

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Loss of existing landscape features and visibility of new landscape features.	<ul style="list-style-type: none"> Suitable materials will be used, where reasonably practicable, in the construction of structures to reduce reflection and glare and to assist with breaking up the massing of the buildings and structures; The selection of finishes for the buildings and other infrastructure will be informed by the finishes of the adjacent developments in order to reduce the visual impact of the Proposed Development; and Lighting required during the construction and operation stages of the Proposed Development will be designed to reduce unnecessary light spill outside of the Site boundary. 	To be confirmed in Final CEMP	Appointed Contractor.
Temporary disturbance to agricultural fields.			
Increased visibility of construction and operation activities.			
Failure of committed grassland habitat mitigation to establish once the Proposed Development is operational.	<ul style="list-style-type: none"> As part of the monitoring provision which must be produced as part of Requirement 4 of the DCO , the monitoring requirement identified in the Landscape and Biodiversity Plan will be used to inform the discharge of the requirement. 	Monitoring proposals to be agreed as part of the works to discharge requirement 4 of the DCO	Appointed Contractor / Applicants

Table 5A-12: Cultural Heritage (including Archaeology)

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Potential for impact upon previously unknown buried heritage assets.	<p>The DCO will include a requirement that no part of the authorised development may commence until a written scheme of investigation for that part has been submitted to and, after consultation with the relevant archaeological body, approved by the relevant planning authority. The scheme submitted and approved must be in accordance with chapters 18 and 19 of the Environmental statement. The scheme must identify any areas where further archaeological investigations are required and the nature and extent of the investigation required in order to preserve by knowledge or in-situ any archaeological features that are identified. The scheme will adopt the following procedure for the reporting, protection, and management of unexpected terrestrial archaeological discoveries:</p> <ul style="list-style-type: none"> i. Any archaeological remains not previously identified which are revealed when carrying out the authorised development must be retained in situ and reported to the relevant planning authority, as soon as reasonably practicable from the date they are identified. ii. No construction operations are to take place within 10 metres of the remains referred to in sub-paragraph (i) for a period of 14 days from the date of any notice served under sub-paragraph (i) unless otherwise agreed in writing by the relevant planning authority in consultation with any other body as required. iii. If the relevant planning authority determines in writing that the archaeological remains referred to in sub-paragraph (i) require further investigation or mitigation, no construction operations are to take place within 10 metres of the remains until provision has been made for such mitigation or the further investigation and recording of the remains in accordance with details to be submitted in writing to, and approved in writing by, the relevant planning authority in consultation with any other body as required. 	<p>A written scheme of investigation is to be consulted on and agreed as part of the works to discharge requirement 14 of the DCO [EN010103/2.1 Rev 5]</p>	<p>Appointed Contractor</p>
Loss of non-designated heritage asset.			
Loss of archaeological deposits.			

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<p>If required, a programme of geoarchaeological assessment and analysis will be carried out in order to mitigate impacts to deposits with paleoenvironmental potential. The scope of geoarchaeological assessment would be set out in a Written Scheme of Investigation (WSI) which would be approved in writing by the local authority.</p> <p>Any archaeological investigations implemented and measures taken to protect record or preserve any identified significant archaeological features that may be found must be carried out— in accordance with the approved scheme; and by a suitably qualified person or organisation approved by the relevant planning authority in consultation with relevant archaeological body unless otherwise agreed with the relevant planning authority.</p> <ul style="list-style-type: none"> • Use of existing pipeline infrastructure, as far as is practicable, in order to avoid impacts to heritage assets; • Siting proposed connection corridor networks above ground where possible, thereby minimising impacts to potential buried archaeological remains; • the use of trenchless technologies bored tunnel and horizontal directional drilling (HDD). 		

Table 5A-13: Marine Heritage

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
<p>Partial or total removal of heritage assets (non-designated).</p> <p>Compaction of archaeological deposits by structures.</p> <p>Impacts on the setting of heritage assets as a result of visual intrusion, change in noise air quality, severance, access and amenity as a result of construction works.</p>	<ul style="list-style-type: none"> • Assets should ideally be preserved in situ. Where this is not possible, an attempt must be made to preserve them by record. • The scheme must include a protocol for the reporting and management of unexpected marine heritage finds. • A draft Written Scheme of Investigation for Marine Archaeology has been prepared in line with the outline Written Scheme of Investigation for Marine Archaeology and is presented in Appendix B of Further information to Historic Environment Questions July 2022 [REP4-028]. 	<p>A written scheme of investigation to be consulted on and agreed as part of the works to discharge conditions 15 of Schedules 10 and 11 of the DCO</p>	<p>Appointed Contractors</p>

Table 5A-14: Socio-economics and Tourism

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Impacts to users of the foreshore and surrounding area	<ul style="list-style-type: none"> • Where reasonably practicable the project will seek to re-use existing infrastructure within the connection corridors. • Activities for the replacement of infrastructure that constitute marine licensable activities will be subject to the requirement of a Marine Licence from the MMO. Where a Marine Licence is required, it will comply with the requirements for Schedules 10 and 11 of the DCO. During construction all conditions under the licence will be adhered to. Conditions are likely to include some or all of the following: <ul style="list-style-type: none"> - Construction methodology (this is typically required ahead of commencement of works such that the MMO can ensure works are compliant with the legislative requirements of the MCAA, including ensuring minimal disruption to legitimate uses of the sea); - Notice(s) to mariners (this is a published notice typically issued by a local harbour authority informing other marine users of marine works, their nature and duration); - Navigational Risk Assessment (see Appendix 20B, ES Volume III, Document Ref. 6.4); - Fisheries Liaison Officer (FLO) (this is an appointed single point of contact to liaise between the Marine Licence applicant and local commercial fishers); and - Construction and/or Project Environmental Management Plan – CEMP/PEMP (whilst typically focused on managing and mitigating against ecological effects from plant equipment and construction operations, the plan may also have relevance to minimising disruption to other marine users). • Any temporary closures or diversions of public rights of way (or otherwise) required during construction would be implemented to maintain as much access as possible for users of these amenities due to their importance to local tourism. 	Marine licensing will be consulted on and agreed as part of the works to discharge the conditions within Schedules 10 and 11 of the DCO	Appointed Contractors

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
	<ul style="list-style-type: none"> • A mechanism for managing stakeholders' questions, concerns, and grievances and provide appropriate conflict resolution processes could be considered to ensure any issues are heard by the developer. • It is anticipated that skills and education programmes and events will be provided by the contractor as mitigation. 		

Table 5A-15: Climate Change

Potential Impact	Mitigation/ Enhancement Measure	Monitoring Requirement	Responsibility
Greenhouse gas emissions during construction, including embodied carbon in building materials and transport of staff and materials.	<p>The Appointed Contractors will measure, monitor and report energy and water consumption and GHG emissions during construction. Content that may be included in the Final CEMP are:</p> <ul style="list-style-type: none"> • fuel consumption on site in vehicles, equipment and plant; • energy consumption from the onsite amenity blocks; • water consumption; • water consumption from the construction process (including dampening down as part of dust mitigation); • transportation of materials to the Proposed Development; • waste disposal (by method i.e. landfill, recycling etc.) and transportation from construction activities; and • specification of construction materials to lower embodied carbon emissions i.e. higher recycled content. 	To be confirmed in Final CEMP.	Appointed Contractors

5.8 Complimentary Plans and Procedures

5.8.1 In addition to the Final CEMP, a suite of complementary environmental plans and procedures for the construction phase will be developed in accordance with DCO Requirements, including a SWMP and a WMP. These plans and procedures will build on the principles and procedures set out in this Framework CEMP and described in the ES, and will be cross referenced in the Final CEMP.

5.9 Implementation and Operation

5.9.1 The Final CEMP will set out all roles, responsibilities and actions required in respect of implementation of the measures described in this Framework CEMP, including:

an organogram showing team roles, names and responsibilities;

training requirements for relevant personnel on environmental topics;

information on site briefings and toolbox talks that will be used to equip relevant staff with the necessary level of knowledge to follow environmental control procedures;

measures to advise employees of changing circumstances as work progresses;

communication methods;

document control; and

environmental emergency procedures.

5.10 Checking and Corrective Action

Monitoring

5.10.1 To meet the requirement of the Final CEMP, environmental monitoring of the project and its impacts will be undertaken throughout the construction phase. In particular, the following requirements of the Final CEMP will be closely monitored:

Licences, permits and approvals;

dust and noise monitoring;

water pollution prevention; and

vegetation protection.

5.10.2 As part of the monitoring process the contractor will allocate a designated Environmental Site Officer(s), who will be present on Site throughout the construction process and when new activities are commencing. The Environmental Site Officer will observe site activities and report any deviations from the Final CEMP in a logbook, along with the action taken and general conditions at the time. The Applicants will be informed of any deviations from the Final CEMP as soon as possible following identification of such issues. The Environmental Site Officer would also act as day-to-day contact with RCBC and STBC and other regulatory agencies such as the Environment Agency.

- 5.10.3 During construction, the Environmental Site Officer will conduct daily walkover surveys to ensure all requirements of the Final CEMP are being met. Action from these surveys will be documented on an Environmental Action Schedule, discussed with the Site Foreman for programming requirements and issued weekly for actioning.
- 5.10.4 The Environmental Manager/ Project Manager will arrange regular formal inspections to ensure the requirements of the Final CEMP are being met. After completion of the works, the Environmental Site Officer will conduct a final review.

Records

- 5.10.5 The Environmental Manager/ Project Manager will retain records of environmental monitoring and implementation of the Final CEMP. This will allow provision of evidence that the Final CEMP is being implemented effectively. These records will include:

Environmental Action Schedule;

Licences, permits and approvals;

results of inspections by Environmental Manager/ Project Manager;

other environmental surveys and investigations; and

environmental equipment test records.

- 5.10.6 The CEMP will be updated as necessary, with a full review as required (at least quarterly) throughout the construction period.
- 5.10.7 A brief report will be produced and submitted to RCBC and STBC at the end of each key activity shown in the construction programme and following completion of commissioning. This will summarise the monitoring process, observed deviations from the Final CEMP and the corrective actions taken.

Management Review

- 5.10.8 The CEMP will be signed off on completion of the construction works.

Annex A: Framework Site Waste Management Plan