

THE YORK POTASH HARBOUR FACILITIES ORDER 201X

Governance Tracker



Regulation Number 5(2)(q)

Document 6.8B

Royal HaskoningDHV

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YORKPOTASH
A Sirius Minerals Project





**Royal
HaskoningDHV**
Enhancing Society Together

**York Potash Harbour
Facilities Order 201X
Governance Tracker**

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1 YORK POTASH HARBOUR FACILITIES ORDER 201X

1.1 GOVERNANCE TRACKER

- 1.1.1 This Schedule sets out the controls, mitigation, enhancement and other measures identified in the Harbour facilities Environmental Statement (ES) and the Habitats Regulation Assessment (HRA) and lists where those controls and measures will be enforced in the Draft DCO.

Proposed measures		Draft DCO Reference
Section 1 – Introduction		
1	No mitigation measures outlined within this section.	N/A
Section 2 – Relevant legislation, regulation and policy		
2	No mitigation measures outlined within this section.	N/A
Section 3 – Project description		
3	No mitigation measures outlined within this section.	N/A
Section 4 – Approach to the Environmental Impact Assessment		
4	No mitigation measures outlined within this section.	N/A
Section 5 – Hydrodynamic and sedimentary regime		
5	No mitigation measures outlined within this section.	N/A
Section 6 – Hydrology, hydrogeology and land quality		
6	<p>All construction phase activities would be carried out in accordance with the following:</p> <ul style="list-style-type: none"> • Best practice guidance including the Environment Agency’s Pollution Prevention Guidance (PPG) notes and guidance from the Construction Industry Research and Information Association (CIRIA). • Adherence to Construction Design and Management (CDM) Regulations 2007 where applicable. • Adherence to the Harbour Facilities CEMP and an Incident / Emergency Response Plan. • All works to be carried out by appropriately trained personnel. <p>Appropriate PPE and working practices to be adopted by construction workers, including</p>	Construction Environmental Management Plan (Requirement 6)

Proposed measures		Draft DCO Reference
	subcontractors, and health and safety measures would be undertaken to mitigate any short term risk during construction.	
7	The potential for cross contamination as a result of soil movements would be mitigated following the principles of the CL:AIRE Code of Practice incorporating the development of a materials management plan.	Construction Environmental Management Plan (Requirement 6)
8	Implementation of an asbestos management strategy.	Construction Environmental Management Plan (Requirement 6)
9	Further monitoring of the ground gas regime so that mitigation measures can be implemented.	Requirement 8 (revised)
10	Contractors would ensure that sound environmental practices are adopted. Health and safety precautions should be adopted to protect workers from potential contaminants, including the use of PPE.	Construction Environmental Management Plan (Requirement 6)
11	Care would be taken to prevent run-off of waters that may contain suspended solids or fuels.	Construction Environmental Management Plan (Requirement 6)
12	Monitoring (in line with the scope of monitoring defined in the aftercare and closure report for Bran Sands landfill) would take place during the construction phase, potentially with modifications in terms of sampling frequency for some parameters and additional monitoring locations.	Construction Environmental Management Plan (Requirement 6)
13	Best practice construction techniques and due diligence would be executed throughout construction to minimise the risk of pollution incidents.	Construction Environmental Management Plan (Requirement 6)
Section 7 – Marine sediment and water quality		

Proposed measures	Draft DCO Reference
<p>14</p> <p>The main mitigation measure to limit sediment plume is selection of the dredge method. Contaminated sediments are to be dredged using an enclosed grab. Dredging of geological deposits may be undertaken by Trailing Suction Hopper Dredging (TSHD), Cutter Suction Dredger (CSD) or backhoe, or a combination of these. It is important to retain flexibility in the choice of dredging plant.</p> <p>Good practice measures would be implemented during TSHD, including:</p> <ul style="list-style-type: none"> • Optimising the trailing velocity, position of the suction mouth and the discharge of the pump with respect to each other. • Reducing the intake of water by the suction head thus reducing or avoiding the need for overflowing. This would be achieved by directing the flow lines of the suction system to the actual point of excavation, thus making better use of the erosive capabilities of the flow of water into the section head. <p>During backhoe dredging, an experienced operator would be used to minimise losses of sediment into the water column. Other measures to limit the sediment plume generation comprise limiting the swing of the backhoe over water, thereby reducing the time when sediment can leak out of the bucket. The practice of smoothing the excavated area by dragging the backhoe bucket along the bottom will also be avoided.</p> <p>The re-suspension of sediment caused by CSD can be reduced through optimising the cutter speed, swing velocity and suction discharge, shielding the cutter head or suction head and optimising the design of the cutter head.</p>	<p>Deemed Marine Licence (Schedule 5)</p>
<p>15</p> <p>The site compounds would be underlain by crushed rock / stone and rain water would percolate into the ground.</p>	<p>Construction Environmental Management Plan (Requirement 6)</p>
<p>16</p> <p>Appropriate preventative and control measures would be adopted, such as the placement of drip trays under all parked vehicles and bunded areas to store the substances as well as ensuring that a spill kit is kept on site. PD Teesport is also a spill responder for the Tees estuary and, as such, there are plans in place to ensure spillages or leakages can be rapidly and effectively managed.</p>	<p>Construction Environmental Management Plan (Requirement 6)</p>
<p>17</p> <p>Best practice techniques and due diligence would be executed throughout all construction activities. All working practises would adhere to the Environment Agency's Pollution Prevention Advice and</p>	<p>Construction Environmental Management Plan (Requirement 6)</p>

Proposed measures		Draft DCO Reference
	Guideline (PPG) 5: Works and maintenance in or near water (Environment Agency, 2007) and all vessels would adhere to the requirements of the MARPOL Convention Regulations.	
18	In order to minimise the spatial extent of the reduction in water quality during sediment placement in Bran Sands lagoon, a silt screen / curtain would be utilised during the placement activity. The screen would be installed across the full width of the lagoon (around the location of placement of dredged material) prior to placement of material and would be maintained in position during the activity. A silt box would prevent significant release of suspended sediments during dewatering of placed dredged material.	Deemed Marine Licence (Schedule 5)
19	A spill kit (including booms) would be kept on site at all times during construction and operation and any major spills or leakages will be reported to the Environment Agency and Harbour Master.	Construction Environmental Management Plan (Requirement 6)
20	Interceptors would be included within the drainage system during operation.	Design approval (Requirement 2 and Requirement 3)
21	Storage areas would also be bunded and drip trays used where appropriate.	Design approval (Requirement 2 and Requirement 3)
Section 8 - Marine ecology		
22	The mitigation measures relevant to Section 7 are also of relevance to this Section.	Deemed Marine Licence (Schedule 5)
23	The disturbance footprint would be minimised where possible within the constraints of infrastructure engineering and operability.	Deemed Marine Licence (Schedule 5)
24	Incorporation of habitat enhancement proposals into the scheme.	Deemed Marine Licence (Schedule 5)
25	Adhering to JNCC Guidelines, namely Statutory noise conservation agency protocol for minimising the risk of injury to marine mammals for piling noise (JNCC, 2010). This would include checking for marine mammals prior to piling operations commencing, the establishment of a mitigation zone (i.e. an area within which a marine mammal could be exposed to sound levels which could cause damage) and the	Deemed Marine Licence (Schedule 5)

Proposed measures		Draft DCO Reference
	use of soft start techniques to allow marine mammals to leave the area of greatest disturbance.	
26	A minimum of eight hours continuous break in every 24 hour period would be implemented where no impact piling is carried out.	Construction Environmental Management Plan (Requirement 6)
27	A spill kit (including booms for potential leaks directly into the marine environment) should be kept on site at all times during the construction phase and any major spills or leakages controlled and reported to the Environment Agency and Harbour Master.	Deemed Marine Licence (Schedule 5)
Section 9 - Marine and coastal ornithology		
28	The mitigation measures relevant to Section 7 are also of relevance to this section.	Deemed Marine Licence (Schedule 5)
29	Measures to mitigate the direct loss of intertidal and subtidal habitat during dredging, piling and reclamation are limited as this would be an unavoidable consequence of the scheme. However, the disturbance footprint would be minimised where possible within the constraints of infrastructure engineering and operability.	Deemed Marine Licence (Schedule 5)
30	<p>As mitigation for the potential impact of construction phase noise disturbance, it is proposed that temporary noise attenuation barriers would be positioned:</p> <ul style="list-style-type: none"> • along the embankment between Bran Sands lagoon and the proposed construction works for the port terminal; and • on either side of the route of the overland conveyor should it be constructed in the southern corridor (i.e. between the lagoon and Dabholm Gut and the construction works for the conveyor); or, • between Bran Sands lagoon and the construction works for the conveyor should the conveyor be constructed in the northern corridor. <p>The use of noise reduction curtain over the hammer piling rig during percussive operations would be investigated; this can provide a minimum of 10dB attenuation.</p>	Construction Environmental Management Plan (Requirement 6)

Proposed measures	Draft DCO Reference	
31	As mitigation for potential visual disturbance to waterbirds, it is proposed that temporary visual barriers are positioned in the same locations as identified under item 30 for the noise attenuation barriers (it should be noted that the barriers positioned for mitigation of potential noise disturbance as described in item 30 will also serve as a visual screen; the same locations are appropriate as mitigation for both noise and visual disturbance).	Construction Environmental Management Plan (Requirement 6)
32	<p>As part of the construction phase lighting design, the strategies set out below would be adopted to ensure the effects of construction phase lighting on the surrounding environment is minimised as far as possible and minimises the lighting effect on Bran Sands lagoon and Dabholm Gut:</p> <ul style="list-style-type: none"> • Artificial lighting during the construction phase would only be used during the hours of darkness, during low levels of natural light or during specific construction methods or tasks. • Lighting would be directed to focus inwards to the site wherever possible to reduce external glare. • The luminaires to be mounted on lighting columns would comprise of a flat glass construction, appropriate to the nature and location of the installation. The aiming angle of the peak intensity of the luminaire would be limited to maintain the light output from the luminaire within five degrees from the downward vertical. This would control the lighting of the area and minimise any potential glare, sky glow and obtrusive lighting to the surrounding areas. The luminaires to be mounted on the lighting columns would incorporate the appropriate photometry reflectors to control the distribution of light from the luminaires and maintain the illumination within the construction development areas, boundary or task area. The proposed horizontal lighting illuminance levels (minimum and average levels) would comply with the lighting standard and guidance documents relevant to the method and construction work being undertaken. • During low levels of activity, public holidays or lulls in construction, the contractors would be required to maintain only appropriate minimum levels of illumination around the proposed development. • HGVs and other site traffic during the construction phase, during the hours of darkness, would be subject to a travel plan strategy that limits traffic and, therefore, vehicle lighting during hours of darkness. <p>Contractors would be required to monitor the lighting levels and spillage, and records of lighting levels would be retained on site. Where lighting levels are found to be inadequate or excessive, mitigation</p>	Construction Environmental Management Plan (Requirement 6) and Deemed Marine Licence (Schedule 5)

Proposed measures		Draft DCO Reference
	strategies to remedy the effects would be implemented, such as re-directing luminaires..	
33	Provision of shallow water areas with intertidal fringes and creation of a series of islands within Bran Sands lagoon to create roosting and nesting opportunities for waterbirds, as described within Section 3 of the ES.	Deemed Marine Licence (Schedule 5)
34	Compliance with the maximum permitted vessel speed within the Tees estuary to prevent disturbance associated with shipwash.	Deemed Marine Licence (Schedule 5)
35	A programme of monitoring would be implemented for the habitat enhancements in Bran Sands lagoon. The objectives of the monitoring would be to assess the functioning of the enhancement measures and identify whether there was a requirement to modify the proposals to improve the ecological value of measures.	Deemed Marine Licence (Schedule 5)
36	A Decommissioning Plan would be developed and further mitigation may be recommended if necessary depending on site-specific circumstances at the time of decommissioning. The Decommissioning Plan would include screening as proposed for the construction phase to provide a barrier between the works, Bran Sands lagoon and Dabholm Gut. The Decommissioning Plan may also have to incorporate other mitigation measures to respond to additional sensitivities that may need to be considered at the time of decommissioning.	Requirement 11
37	Parking and office areas immediately adjacent to the quay would be screened (by fencing) during the operational phase to minimise visual disturbance. With regard to mitigating the potential impact of operation phase lighting, the same principles to minimising the potential for significant effects on waterbirds using Bran Sands lagoon and Dabholm Gut during the construction phase, would apply.	Ecological Management Plan (Requirement 9)
Section 10 – Terrestrial ecology		
38	Vegetation clearance would be undertaken outside of the breeding bird season.	Ecological Management Plan (Requirement 9)
39	Should vegetation clearance be required within the nesting season, surveys for occupied nests (or nests being built) would be carried out prior to any works being undertaken. The survey would be	Ecological Management Plan (Requirement 9)

Proposed measures		Draft DCO Reference
	undertaken a maximum of 48 hours prior to commencement of works, to check for occupied nests or those being built, in order to minimise the chance of nest building being undertaken between the survey and the start of works. Any nest in use or being built would need to be left until the chicks have fledged and an alternative approach proposed.	
40	Construction lighting would be located away from the bridges which provide foraging habitat and occasional daytime roosting sites to avoid disturbance to potential bat roosts. Lighting requirements would be designed in accordance with guidance from the Bat Conservation Trust.	Construction Environmental Management Plan (Requirement 6) and Ecological Management Plan (Requirement 9)
41	A Precautionary Method of Working document would be prepared by an ecologist to cover the site works associated with the scheme to minimise the risk of harm to reptiles. Habitat manipulation would be undertaken which would comprise vegetation cutting and the removal of debris which could provide shelter. Clearance of potential reptile refuges and vegetation cutting would be undertaken outside of reptile hibernation season. All advance habitat manipulation would be supervised by an ecologist.	Construction Environmental Management Plan (Requirement 6) and Ecological Management Plan (Requirement 9)
42	Any trenches and excavations would be closed overnight and escape routes provided should an animal become trapped.	Construction Environmental Management Plan (Requirement 6) and Ecological Management Plan (Requirement 9)
43	During development of the proposed scheme, habitat enhancement opportunities have been identified and would be incorporated within the proposed works. These would include installation of bat boxes within suitably identified mature trees, along with planting of species, which in turn would provide good quality foraging habitats for bats. Additional measures include the provision of small areas of scrub and trees which would benefit bats and reptiles.	Ecological Management Plan (Requirement 9)
44	Ecological surveys would be undertaken prior to the start of the decommissioning works for the conveyor.	Ecological Management Plan (Requirement 9)
Section 11 – Fisheries and fishing activity		
45	The mitigation measures relevant to Section 7 are also of relevance to this section.	N/A

Proposed measures		Draft DCO Reference
46	No piling would be undertaken for three hours following low water between 1 March and 30 November. During May, no piling would take place. A minimum of eight hours continuous break in every 24 hour period would be implemented where no impact piling is carried out.	Construction Environmental Management Plan (Requirement 6)
47	Adhering to JNCC Guidelines, namely Statutory noise conservation agency protocol for minimising the risk of injury to marine mammals for piling noise (JNCC, 2010). This would include checking for marine mammals prior to piling operations commencing, the establishment of a mitigation zone (i.e. an area within which a marine mammal could be exposed to sound levels which could cause damage) and the use of soft start techniques to allow marine mammals to leave the area of greatest disturbance.	Deemed Marine Licence (Schedule 5)
48	A spill kit (including booms for potential leaks directly into the marine environment) should be kept on site at all times during the construction phase and any major spills or leakages controlled and reported to the Environment Agency and Harbour Master.	Deemed Marine Licence (Schedule 5)
Section 12 – Transport		
49	Adherence to the information contained within the Construction Traffic Management Plan (CTMP).	Construction Traffic Management Plan (Requirement 7)
Section 13 – Air quality		
50	Mitigation measures relating to communications include the following: <ul style="list-style-type: none"> Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager. Display the head or regional office contact information 	Construction Environmental Management Plan (Requirement 6)
51	Mitigation measures relating to dust management include the following: <ul style="list-style-type: none"> Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. 	Construction Environmental Management Plan (Requirement 6)

Proposed measures	Draft DCO Reference
<ul style="list-style-type: none"> • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. • Make the complaints log available to the local authority when asked. • Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book. • Liaise with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes. • Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to note any dust deposition, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary. • Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. • Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable. • Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. • Consider enclosure of site or specific operations where there is a high potential for dust production and the site is active for an extensive period. • Take measures to control site runoff of water or mud. • Keep site fencing, barriers and scaffolding clean using wet methods. • Remove materials that have a potential to produce dust from site as soon as possible. • Cover, seed or fence stockpiles to prevent wind whipping. • Ensure all vehicles switch off engines when stationary - no idling vehicles. • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. • Impose and signpost a maximum-speed-limit of 15 mph on surfaced, and 10 mph on unsurfaced, haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate) 	

Proposed measures	Draft DCO Reference
<ul style="list-style-type: none"> • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials. • Implement a Travel Plan that supports and encourages sustainable travel for contractor operatives and staff (public transport, cycling, walking, and car-sharing). • Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Use enclosed chutes and conveyors and covered skips. • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. • Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. • Bonfires and burning of waste materials should not be permitted. 	
<p>52 Mitigation measures specific to demolition include the following:</p> <ul style="list-style-type: none"> • Ensure effective water suppression is used during demolition operations. • Avoid explosive blasting, using appropriate manual or mechanical alternatives where possible. • Bag and remove any biological debris or damp down such material before demolition. 	Construction Environmental Management Plan (Requirement 6)
<p>53 Mitigation measures specific to earthworks include the following:</p> <ul style="list-style-type: none"> • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. • Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. • Only remove the cover in small areas during work and not all at once. 	Construction Environmental Management Plan (Requirement 6)
<p>54 Mitigation measures specific to construction include the following:</p> <ul style="list-style-type: none"> • Ensure sand and other aggregates are stored in surge bins, bunded areas or in a controlled and well-managed manner. 	Construction Environmental Management Plan (Requirement 6)

Proposed measures	Draft DCO Reference	
	<ul style="list-style-type: none"> • Avoid scabbling (roughening of concrete surfaces) if possible. • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in surge bins with suitable emission control systems to prevent escape of material and overfilling during delivery. • For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust release. 	
55	<p>Mitigation measures specific to trackout include the following:</p> <ul style="list-style-type: none"> • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Record all inspections of haul routes and any subsequent action in a site log book. • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned. • Install a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. • Locate site access gates at least 10m from receptors where possible. 	Construction Environmental Management Plan (Requirement 6)
56	<p>Mitigation measures specific to Non Road Mobile Machinery (NRMM) include the following:</p> <ul style="list-style-type: none"> • Non Road Mobile Machinery (NRMM) and plant would be well maintained. If any emissions of dark smoke occur then the relevant machinery should stop immediately and any problem should be rectified. In addition, the following controls should apply to NRMM: <ul style="list-style-type: none"> ○ All NRMM should use fuel equivalent to ultralow sulphur diesel (fuel meeting the specification within EN590:2004). ○ All NRMM should comply with either the current or previous EU Directive Staged Emission Standards (97/68/EC, 2002/88/EC, 2004/26/EC). As new emission 	Construction Environmental Management Plan (Requirement 6)

Proposed measures		Draft DCO Reference
	<p>standards are introduced the acceptable standards should be updated to the previous and most current standard.</p> <ul style="list-style-type: none"> ○ All NRMM should be fitted with Diesel Particulate Filters (DPF) conforming to defined and demonstrated filtration efficiency (load/duty cycle permitting). ○ The ongoing conformity of plant retrofitted with DPF, to a defined performance standard, should be ensured through a programme of onsite checks. ○ Implementation of energy conservation measures, including instructions to throttle down or switch off idle construction equipment; switch off the engines of trucks while they are waiting to access the site and while they are being loaded or unloaded, ensure equipment is properly maintained to ensure efficient energy consumption. 	
57	<p>Construction phase road traffic emissions mitigation include:</p> <ul style="list-style-type: none"> ● Designated haul routing for HGVs accessing the harbour facilities site, to reduce the impact on local communities. ● The use of car sharing and public transport to minimise trips to and from the proposed scheme footprint would be required. 	Construction Traffic Management Plan (Requirement 7)
Section 14 – Noise and vibration		
58	<p>The results of the noise calculations indicate that the majority of activities associated with the Port and Conveyor construction are predicted to be no more than the daytime noise threshold level at any of the surrounding residential and ecological receptors and therefore satisfy the design guidance provided in BS 5228-1 and the PPG for the NPPF.</p> <p>Good construction noise management includes measures such as:</p> <ul style="list-style-type: none"> ● Informing local residents about the construction works, including the timing and duration of any particularly noisy elements, and providing a contact telephone number to them; ● Avoiding operating particularly noisy equipment at the beginning and end of the day; ● Keeping potentially noisy deliveries, such as skips and concrete, to the middle or less sensitive times of the day where possible; ● Locating noisy static plant, such as diesel generators, away from residential properties; ● Appropriate use of site hoardings and barriers around site compounds; ● Appropriate use of barriers around static construction equipment, i.e. generators, auger piling rigs etc.; ● Consideration into the use of noise reduction skirts over the hammer piling rig during 	Construction Environmental Management Plan (Requirement 6)

Proposed measures	Draft DCO Reference
<p>percussive operations;</p> <ul style="list-style-type: none"> • Using the most modern equipment available and ensuring equipment is properly maintained; and • Where possible, using silencers/mufflers on equipment. <p><i>Training</i></p> <p>The site induction programme and site rules would include good working practice instructions for site staff, managers, visitors and contractors to help minimise noise whilst working on the site.</p> <ul style="list-style-type: none"> • Good working practice guidelines/instructions would include, but not be limited to, the following points: • avoid un-necessary revving of engines; • plant used intermittently should be shut-down between operational periods; • avoid reversing wherever possible; • drive carefully and within the site speed limit at all times; • report any defective equipment/plant as soon as possible so that corrective maintenance can be undertaken; and, • handle material in a manner that minimises noise. <p><i>Maintenance</i></p> <p>Maintenance of plant would be carried out routinely and in accordance with the manufacturers' guidance. A regular inspection of all plant and equipment would be undertaken as a minimum to ensure that:</p> <ul style="list-style-type: none"> • all plant is in a good state of repair and fully functional; • any plant found to be requiring interim maintenance has been identified and taken out of use; • acoustic enclosures fitted to plant are in a good state of repair; • doors and covers remain closed during operation; and, • any repairs are being undertaken by a fully qualified maintenance engineer. • non-compliance with noise limits / receipt of complaint <p>If the predicted noise levels are exceeded as a result of construction works or a complaint is received from a local resident, an investigation would be instigated by the Site Manager within an agreed time period to identify the cause of the non-compliance/complaint.</p> <p>Such an investigation may involve the identification and cessation of the activity or activities considered</p>	

Proposed measures		Draft DCO Reference
	<p>to be the cause of the non-compliance/complaint (where operationally safe to do so) and/or the investigation of mitigation measures to reduce the noise emission levels from the activity or activities, for example the replacement of noisy plant with quieter alternatives and/or the use of temporary screens.</p> <p>Any deviation from agreed working practices would be identified immediately and conformance to the working practice reinstated. A further noise survey would be undertaken as soon as possible following the implementation of mitigation to re-assess the noise levels against the guideline noise levels.</p> <p>A complaints response system would be maintained for the site enabling any complaints regarding noise to be reported and appropriate action taken.</p> <p><i>Communication</i></p> <p>Contact information should be displayed at the site entrance in order that complaints can be registered. A 24 hour emergency contact number would be set up and distributed accordingly to ensure enquiries can be registered at all times.</p>	
59	<p>Best management practice for vibration should be implemented to minimise vibration impacts, including:</p> <ul style="list-style-type: none"> • choosing alternative, lower impact equipment or methods where possible; • scheduling the use of vibration-causing equipment at the least sensitive time of day; • routing, operating or locating high vibration sources as far away from sensitive areas as possible; • sequencing operations so that vibration-causing activities do not occur simultaneously; • isolating the equipment causing vibration on resilient mounts; and, • keeping equipment well maintained. 	Construction Environmental Management Plan (Requirement 6)
Section 15 – Archaeology and heritage		
60	<p>It is proposed that ground intrusive works in the vicinity of the 'Deserted settlement – West Coatham' are monitored. Any surviving features within the asset could therefore be recorded.</p>	Requirement 10

Proposed measures		Draft DCO Reference
61	It is recommended that a Level 1 Building Recording Survey (or equivalent) is carried out by a suitably qualified 'buildings' archaeologist prior to the demolition of the 'Seventh Buoy Light / Dolphin Mooring Bollard', in order to ensure that the asset is documented and recorded.	Requirement 10
62	Production and implementation of an archaeological finds reporting protocol within a Written Scheme of Investigation (WSI) for dredging and other marine related construction activity.	Requirement 10
63	The identification and reporting of any peat deposits should be included as part of the archaeological 'finds' reporting protocol to be formalised within a WSI.	Requirement 10
Section 16 – Commercial navigation		
64	<p>PD Teesport will manage any potential conflicts in the same way as routine dredging and other construction activities, through co-ordination via the Harbour Master. The Harbour Master will issue Notices to Mariners to inform other users of the construction works and, in addition, construction vessels will use appropriate signals as required by International Regulations to allow safe navigation.</p> <p>Liaison with the Harbour Authority will be undertaken to develop a robust Safety Management System, which will be implemented and adhered to during the construction phase.</p>	N/A
Section 17 – Coastal protection and flood defence		
65	All construction workers would undergo site induction training prior to being allowed access to the Teesport Estate. This would include actions required in the event of a number of emergency incidents, including that of flood risk. This would include warning sirens used and escape routes in the event of a site evacuation. No workers would be allowed on site unless they have undergone such an induction.	Deemed Marine Licence (Schedule 5)
66	The impermeable area of the site would be increased due to the works. As mitigation, an adequate drainage system, discharging directly into the Tees (the preferred option identified from consultation with RCBC), is proposed to be incorporated into the detailed design.	Design approval (Requirement 2 and Requirement 3)

Proposed measures		Draft DCO Reference
Section 18 – Infrastructure		
67	The precise routing and detailed design of the conveyor and port terminal will take the presence of existing infrastructure into account in order to ensure that its construction would not result in impacts on existing infrastructure. This is being and will continue to be undertaken through consultation with owners and operators of existing infrastructure.	Draft Order – Protective Provisions
68	The installation of the conveyor would involve progression of bored concrete piles rather than impact piling along both conveyor route options. Existing buried assets would be exposed by hand in the areas where piling activities are in close proximity to them, prior to any piling commencing.	Construction Environmental Management Plan (Requirement 6) and Draft Order – Protective Provisions
69	Works would start with ground penetrating surveys to determine the exact location of underground pipes and then controlled excavations with hand digging where required.	Construction Environmental Management Plan (Requirement 6) and Draft Order – Protective Provisions
70	Subject to detailed geotechnical information and assessment, a strategy of soil stiffening above the Breagh Onshore Gas Pipeline could be implemented prior to dredging works being undertaken. One method which could be adopted to stiffen the material above the pipeline is jet grouting, where a high pressure cementitious grout is injected, which forms a matrix of cement grout with the surrounding material, resulting in a column of stiffened material. A series of grouted columns could be installed in a grid, resulting in a modified stiffness over an extended area.	Construction Environmental Management Plan (Requirement 6) and Draft Order – Protective Provisions
71	Extensive consultation with land owners and asset owners would be carried out prior to the decommissioning phase commencing, under both formal and informal engagement processes.	Requirement 11
72	The measures relevant to Section 7 are also of relevance to this section to prevent impacts to water abstractions.	Construction Environmental Management Plan (Requirement 6)
Section 19 – Socio-economics		
73	No mitigation measures are required for this topic.	N/A

Proposed measures	Draft DCO Reference
Section 20 – Landscape and visual environment	
<p>74 The following mitigation measures have been incorporated into the proposed scheme to assist with integrating proposed structures into their landscape and visual setting:</p> <ul style="list-style-type: none"> • use of grey cladding to the conveyor structure enclosure, to match existing pipeline infrastructure colouring; and, • use of lighter and recessive colours for taller structures, to reduce prominence in wider views and against the skyline. <p>In addition, offsite foreground planting measures would also be employed, subject to landowner agreement, to mitigate close range effects in views from public rights of way between the A1085 and Bran Sands site (whilst recognising the need to use lower growing species underneath the National Grid power lines).</p> <p>At the A1085 crossing point, a bridge / conveyor structure would be designed which is less industrial in character and which responds to the function of the road as a gateway to Redcar. Options for the crossing have been considered and consulted upon. The detail of the crossing is to be developed and agreed with RCBC but has the potential to be perceived as a positive addition within views along the road corridor, potentially reducing the worst case impact stated in this assessment.</p> <p>The use of an elliptical housing form for fully enclosed sections of the conveyor route has been adopted to soften the appearance of the conveyor structure in external views, with shadow lines creating the impression of shallower depth to the housing structure and helping the structure to visually dissipate in the distance.</p> <p>Enclosure of the Phase 2 conveyor within the Phase 1 housing at key locations has been adopted to assist in reducing visual impacts during Phase 2 construction works, with the majority of Phase 2 works at these locations being visually contained within the Phase 1 housing.</p> <p>A lighting mitigation strategy would be employed across the scheme as set out in Appendix 20.4 of the ES, to reduce lighting impacts during the construction and operational phases of the scheme.</p>	<p>Design approval (Requirement 2 and Requirement 3)</p>
Section 21 – Recreation and access	

Proposed measures		Draft DCO Reference
75	Temporary night time closures of the sections of Teesdale Way National Trail and the combined footpath and traffic free cycle route within the proposed scheme footprint would be implemented (only where the route of the proposed conveyor intercepts these recreational assets), during the relevant period of the construction phase.	Construction Environmental Management Plan (Requirement 6)
76	In order to prevent injury to users of the combined footpath and traffic-free cycle route adjacent to the A1085 due to construction phase traffic movements, a Traffic Management Plan will be implemented in order to allow continued safe use of the routes. No further mitigation measures are required.	Construction Traffic Management Plan (Requirement 7)
77	To reduce disturbance impacts, members of the public should be informed well in advance of the proposed works regarding the works to be undertaken and informed of diversion routes for footpaths. Recreational users should also be provided with information regarding the extent of the works, proposed working hours and a timetable of works. A contact name, address and telephone number should be provided to recreational users in case of complaint or problem.	Construction Environmental Management Plan (Requirement 6)
78	Public information signs would be utilised along the route of the walks to raise awareness of the temporary closure and diversions. Signs would be used to clearly identify the route of the diversion.	Construction Environmental Management Plan (Requirement 6)
79	Best practice measures identified within Section 13, 14 and 20 are also of relevance to prevent noise, air quality and visual disturbance to recreational users.	Construction Environmental Management Plan (Requirement 6)
Section 22 – Offshore disposal of dredged material		
80	Management measures described in Section 16 relevant.	N/A
Appendix 4.3 - Water Framework Directive		
81	Ensure that the final designs for the site drainage system minimise any increase in surface water flows. In particular, the system should ensure that there is no rapid release of large volumes of water from the site in order to minimise the potential for increased erosion.	Design approval (Requirement 2 and Requirement 3)

Proposed measures		Draft DCO Reference
82	Ensure that the working methodology adheres to Environment Agency's Pollution Prevention Guidance Notes (including PPG01, PPG05, PPG08 and PPG21) and construction industry good practice guidance recommended in CIRIA (2001).	Construction Environmental Management Plan (Requirement 6)
83	The wheels of all vehicles should be washed before leaving site. It is assumed that the wheels of all vehicles delivering materials to site will be washed on departure from their point of origin.	Construction Environmental Management Plan (Requirement 6)
84	Concrete and cement mixing and washing areas should be situated at least 10m away from the nearest watercourse. These should incorporate settlement and recirculation systems to allow water to be re-used. All washing out of equipment should be undertaken in a contained area, and all water should be collected for off-site disposal.	Construction Environmental Management Plan (Requirement 6)
85	All fuels, oils, lubricants and other chemicals should be stored in an impermeable bund with at least 110% of the stored capacity. Spill kits should be available at all times, and damaged containers should be removed from site. All re-fuelling should take place in a dedicated impermeable area, using a bunded bowser. Biodegradable oils should be used where possible.	Construction Environmental Management Plan (Requirement 6)