



EAST PARK ENERGY

East Park Energy

EN010141

Outline Decommissioning Environmental Management Plan

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This outline Decommissioning Environmental Management Plan (oDEMP) has been prepared for the decommissioning phase of the East Park Energy project ('the Scheme').
- 1.1.2 The Scheme is classified as a Nationally Significant Infrastructure Project (NSIP) and therefore BSSL Cambsbed 1 Ltd ('the Applicant') is applying for a Development Consent Order (DCO) to construct, operate and decommission the Scheme. The Scheme is 'EIA development' as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), requiring an Environmental Impact Assessment ('EIA').
- 1.1.3 The purpose of this oDEMP is to set out how the necessary environmental mitigation and monitoring, identified as part of the EIA and set out in the Environmental Statement (ES), will be delivered during the decommissioning of the Scheme.
- 1.1.4 This oDEMP is concerned with the decommissioning phase of the Scheme, the following documents cover the separate construction and operational phases:
- Construction phase – **outline Construction Environmental Management Plan (oCEMP) [EN010141/DR/7.3]**; and
 - Operational phase – **outline Operational Environmental Management Plan (oOEMP) [EN010141/DR/7.5]**.
- 1.1.5 This oDEMP is a control document that will be certified by the Secretary of State as part of the DCO and implemented via Requirement 5 in Schedule 2 of the **draft DCO [EN010141/DR/3.1]**.
- 1.1.6 If the DCO is granted, this oDEMP will be developed into a final Decommissioning Environmental Management Plan (DEMP) prior to the

commencement of any decommissioning works (noting that decommissioning may be brought forward in phases and so there may be multiple DEMP¹). Any DEMP brought forward must be in substantial accordance with this oDEMP, and submitted to and approved by the relevant Local Planning Authority (LPA) prior to the commencement of the decommissioning works.

- 1.1.7 Nothing in this oDEMP will prevent the modification or omission of the control measures set out in section 4 and 5 where the decommissioning methodology means that the measures can be so modified or omitted. This will be confirmed (including confirming that the absence or change to such control measures will not lead to any materially new or materially different effects which are worse than those reported in the ES) at the time of submission of the final DEMP for approval.

1.2 Document Structure

- 1.2.1 This oDEMP is structured as follows:

- **Introduction** – provides an introduction to the document and defines the structure of the oDEMP;
- **Description of Development** – provides a summary of the Site and site context, a description of the Scheme, and sets out a summary of the expected decommissioning activities;
- **Roles & Responsibilities** – sets out the roles and responsibilities that will need to be defined at the decommissioning phase, and identifies stakeholders relevant to the environmental management of the decommissioning phase;
- **Decommissioning Environmental Management** – sets out principles and site rules to be applied in the decommissioning of the Scheme, and how communication with third parties will be undertaken during decommissioning;

¹ As such, references to ‘the DEMP’ within this oDEMP should be considered as meaning any DEMP that is brought forward.

- **Environmental Mitigation Measures** – sets out the environmental management and mitigation measures that are required to address the effects of the Scheme during the decommissioning phase, as relied on or identified in the ES;
- **Implementation of Management Plan** – provides a summary of the key measures that must be within the final DEMP to ensure successful implementation of the final DEMP; and
- **Monitoring and Maintenance** – sets out the procedures for monitoring and ensuring compliance with the final DEMP, as well as requirements for record keeping, and making information available to registers and the local planning authority as required.

1.3 Relationship with Other Management Plans

1.3.1 This oDEMP is part of a framework of environmental management documents that will be implemented during the decommissioning phase of the Scheme. The final DEMP will work alongside several other specific management plans for the decommissioning phase, which provide further details on mitigation and management measures. These include, but are not limited to:

- **Decommissioning Traffic Management Plan (DTMP):** This plan will manage the movement of traffic by setting out the approach to routing, scheduling, access control, and mitigation measures, minimising disruption to local roads, ensuring safety, and reducing environmental impacts throughout the construction phase of the Scheme. The plan will be approved by the relevant LPA in advance of decommissioning in accordance with Requirement 18(6) of the **draft DCO [EN010141/DR/3.1]**.
- **Decommissioning Surface Water Management Plan (DSWMP):** This plan will detail site-wide measures for drainage, rainfall runoff management, reducing runoff of silty or otherwise contaminated run-off and groundwater interaction during decommissioning. The plan will be approved by the relevant LPA prior to decommissioning works commencing and will involve monitoring of groundwater and surface water

quality prior to, during and for an agreed period of time after decommissioning has taken place.

- **Landscape and Ecology Management Plan (LEMP):** This plan will set out measures for managing landscape and ecological impacts during the decommissioning phase.
- **Public Rights of Way Management Plan (PRoWMP):** This plan will ensure the safe management and maintenance of existing PRoWs during the decommissioning phase.
- **Battery Safety Management Plan (BSMP):** To outline fire safety, containment measures, and emergency response procedures for the battery energy storage system (BESS). This will be accompanied by an Emergency Response Plan.
- **Soil Management Plan (SMP):** This plan will ensure the sustainable management of soils and materials by setting out strategies for handling, storage, reuse, and disposal, minimising waste, preventing contamination, and protecting soil health throughout the decommissioning phase of the project.
- **Skills, Supply Chain and Employment Plan (SSCEP):** This plan will ensure local economic benefits by setting out strategies for local job creation, workforce training, and engagement with regional suppliers for the decommissioning of the Scheme.
- **Archaeological Mitigation Strategy:** This document will present the approach to the management of archaeological remains across the lifetime of the Scheme. It will set out how the mitigation measures and monitoring requirements will be implemented during decommissioning.
- **Decommissioning Waste Management Plan (WMP):** This plan will set out procedures for the management of decommissioning waste, ensuring compliance with the Waste Hierarchy and regulatory requirements.

1.3.2 In addition to the documents identified above, which will be submitted separately from the final DEMP, the following plans referenced in this oDEMP will be prepared and incorporated into the final DEMP, either within its main body or as appendices, as appropriate:

- **Communications Strategy;**
- **Decommissioning Dust Management and Monitoring Plan;**
- **Decommissioning Noise Management Plan;**
- **Ecological Reasonable Avoidance Measures;**
- **Emergency Response Plan;**
- **Environmental Incident Management and Pollution Prevention Plan;**
- **Fish Rescue Plan;**
- **Flood Warning and Evacuation Plan;**
- **Invasive Non-Native Species Management Plan;**
- **Lighting Strategy;**
- **Unexpected Contamination Protocol;**
- **Unexploded Ordnance Management Plan;** and
- **Watercourse and Groundwater Quality Monitoring Plan.**

1.3.3 The purpose of each of these documents is set out in **Appendix A** to this oDEMP.

1.3.4 Each of these plans will contain specific monitoring and reporting requirements, which will be reviewed regularly (as a minimum annually) by the Decommissioning Project Manager, Environmental Manager and relevant regulatory and local planning authorities. Monitoring results will be documented as part of the compliance framework for the decommissioning phase.

1.3.5 If the DCO is granted, each of the above plans will be developed into a final document prior to the decommissioning phase commencing, with approval by the relevant LPA prior to decommissioning, where appropriate, following consultation with relevant bodies.

1.3.6 The final DEMP and the associated management plans will be reviewed and updated periodically (as a minimum annually) to ensure continued compliance with regulatory requirements and best practice standards.

2.0 SCHEME DESCRIPTION

2.1 The Scheme

- 2.1.1 The Scheme comprises a new ground-mounted solar photovoltaic energy generating station and an associated on-site battery energy storage system (BESS) on land to the north-west of St Neots. The Scheme also includes the associated infrastructure for connection to the national grid at the Eaton Socon National Grid Substation.
- 2.1.2 The Scheme would allow for the generation and export of 400 megawatts (MW) of renewable electricity to the National Grid, as well as the storage of up to 100 MW of electricity in the BESS.
- 2.1.3 A more detailed description of the Scheme is provided within **ES Vol 1 Chapter 2: The Scheme [EN010141/DR/6.1]**.

2.2 The Site

- 2.2.1 The Site is located to the north-west of the town of St Neots, and is across two administrative areas; Bedford Borough Council and Huntingdonshire District Council. The site location is shown on **ES Vol 3 Figure 1-1: Site Location [EN010141/DR/6.3]**.
- 2.2.2 The Site area extends to approximately 773 hectares (ha). The Site includes all land for the solar development, BESS, landscaping, cabling, access and grid connection.
- 2.2.3 With reference to **ES Vol 3 Figure 1-2: Site References [EN010141/DR/6.3]**, for ease of reference the Order Limits have been sub-divided into East Park Sites A to D, in which all of the above ground infrastructure proposed as part of the operational Scheme would be located (excluding works to the Eaton Socon Substation). The Order Limits also cover land outside of East Park Sites A to D which will be required for access, cabling, and the grid connection to the Eaton Socon Substation. East Park Sites A to D can be described as follows:

- **East Park Site A** – covering land west of the B660 between Pertenhall and Swineshead at the western end of the Site. East Park Site A comprises arable fields located to the north, west and east side of a small hill that lies between Pertenhall and Riseley. East Park Site A lies either side of the Pertenhall Brook, with access proposed from the B660 to the east.
- **East Park Site B** – covering land between Pertenhall, Keysoe, and Little Staughton. East Park Site B comprises arable fields located north of an elevated ridgeline which runs between Keysoe and Little Staughton. East Park Site B is crossed by a number of small watercourses, with access proposed from the B660, Great Staughton Road, Little Staughton Road, and an unnamed road between Little Staughton and Great Staughton Road.
- **East Park Site C** – covering land south of Great Staughton. East Park Site C comprises arable fields located south of the River Kym, with access proposed from Moor Road to its south-eastern boundary, and from Little Staughton Road to the north-west.
- **East Park Site D** – covering land around Pastures Farm between Great Staughton and Hail Weston. East Park Site D comprises arable fields with access proposed via a new access from the B645.

2.2.4 With reference to **ES Vol 3 Figure 1-2: Site References [EN010141/DR/6.3]**, there are three linear corridors proposed for underground cabling that connect the different parts of the Site and provide a grid connection to the Eaton Socon Substation. These are also shown on **Figure 1-2** and identified as:

- **Cable Corridor – Site B to Site C** – which connects Site B to Site C across an unnamed road and arable fields.
- **Cable Corridor – Site C to Site D** – which connects Site C to Site D across Moor Road and an arable field.
- **Grid Connection – Site D to Eaton Socon Substation** – which connects Site D to the Eaton Socon Substation and crosses open arable fields, the Duloe Brook, and Duloe Road and Bushmead Road.

2.3 Site Context

- 2.3.1 The Site is located on the south side of a broad shallow clay vale landform formed by a number of west-east tributaries to the River Great Ouse, which flows north-south to the east of the Site through the town of St Neots approximately 3.7km east of Site D.
- 2.3.2 The local landscape is generally more undulating than the Site which is located predominantly in a low-lying area with relatively limited topographic variation. The landform rises to the north of the Site towards Grafham Water, to the west of the Site towards a ridgeline beyond Swineshead, and to the south of the Site towards a high point around the Bedford Aerodrome.
- 2.3.3 The landscape pattern of the local area is broadly consistent, comprising medium- to large-scale arable farmland interspersed with blocks of woodland, particularly in the more elevated parts of the landscape to the north of the Site.
- 2.3.4 The local settlement pattern is dispersed and typically rural in character comprising occasional distinct village settlements. From west to east the principal settlements in closest proximity to the Site are Swineshead, Pertenhall, Keysoe, Keysoe Row, Little Staughton, Great Staughton, Hail Weston, and Duloe. The town of St Neots lies east of the A1 to the east of the Site and is the largest settlement local to the Site. Outside of the settlements there are occasional individual properties and farmsteads including some in close proximity to the Site. The following properties lie 'inset' within the Order Limits, in that they are excluded from the Order Limits but surrounded by the Site:
- Lodge Farm, a residential property with associated equestrian land uses inset within Site B to the north-west of Little Staughton; and
 - The Kangaroo, a former public house which is now a residential property and dog kennels inset within Site B at the junction between Little Staughton Road and Staughton Road.

- 2.3.5 Neither the Order Limits nor the surrounding area are covered by any statutory landscape designations, e.g. National Parks or National Landscapes. The Order Limits are also not within any locally designated (non-statutory) landscapes.
- 2.3.6 There are no statutory nature conservation designations within the Order Limits. The closest is the Swineshead Wood Site of Special Scientific Interest (SSSI) located circa 950 m west of the Site. The closest 'European site' (Upper Nene Valley Gravel Pits Special Protection Area) is over 10 km from the Order Limits, to the north-west. Further detail on nature conservation designations is set out within **ES Vol 1 Chapter 7: Ecology and Nature Conservation [EN010141/DR/6.1]**.
- 2.3.7 The following non-statutory nature conservation designations are adjacent to the Site:
- Kangaroo Meadow County Wildlife Site, which is adjacent to Site B and is recognised for the presence of neutral grassland; and
 - Huntingdon Wood County Wildlife Site, which is adjacent to the south side of the grid connection between Site D and the Eaton Socon Substation.
- 2.3.8 At the time of EIA Scoping and during the site selection process there were no statutory designated heritage assets within the Site, however archaeological investigation undertaken as part of the environmental assessment of the Scheme has discovered the site of a Roman Town in Site C. Recognising the potential significance of the archaeology, and seeking to protect it in the future, the Applicant made a decision to apply to designate the area as a Scheduled Monument. The application was accepted and the archaeology was designated as a scheduled monument in September 2024. The location of this Scheduled Monument is shown on **ES Vol 3 Figure 1-3: Environmental Constraints [EN010141/DR/6.3]**.
- 2.3.9 There are no other statutory designated heritage assets within the Order Limits. There are a number of listed buildings located within the vicinity of the Order Limits, in and around the settlements of Pertenhall, Keysoe,

Swineshead, Little Staughton, Great Staughton and Duloe. There is one scheduled monument adjacent to the southern boundary of East Park Site C (two bowl barrows, 900 m and 1,000 m east of Old Manor Farm). A Roman Site, Rushey Farm Scheduled Monument is located circa 130 m south of the East Park Site C boundary, and 'Old Manor House' Scheduled Monument is located circa 770 m west of the East Park Site C boundary. The Order Limits are not covered by any conservation areas.

- 2.3.10 The Order Limits are located predominantly within Flood Zone 1, with areas of Flood Zone 2 and 3 associated with Pertenhall Brook to the west through Site A; with an unnamed watercourse through Site B; and with the River Kym to the north of Site C.
- 2.3.11 The Order Limits are crossed by a number of existing utilities including high pressure gas mains and overhead electricity lines, the required easements of which would be excluded from the solar development area. Cabling across these areas would be in accordance with all required standards.

2.4 Decommissioning programme

- 2.4.1 The Scheme comprises a temporary development and subject to the Scheme securing a Development Consent Order it is anticipated that the operational phase would start no earlier than mid-2030 (following the completion of construction). The Scheme would then operate for approximately 40 years, with decommissioning assumed to be no earlier than 2070.
- 2.4.2 When the operational phase ends the Scheme will require decommissioning. All solar PV modules, mounting poles, cabling, inverters, transformers, BESS equipment, the East Park Substation, cable jointing chambers installed for the grid connection, drainage infrastructure, foundations, and fencing will be removed from the Site and recycled or disposed of in accordance with good practice and market conditions at that time. Access tracks installed for the Scheme, new junctions to the public highway, and any associated crossings over watercourses or drainage ditches will also be removed at decommissioning, with the affected land, highway boundaries, watercourse

banks and drainage ditches reinstated as appropriate. Any infrastructure that is more than 1m below ground level, such as cable conduit and casing, will only be left in place where the damage caused by recovering them is considered greater than the environmental benefits of recovering and recycling them. The Site will be returned to a condition suitable for return to its original use after decommissioning. Confirmation of the approach to be taken including a benefits/impacts analysis of the impacts of the preferred approach will be set out in the final DEMP, and will take account of any contemporary legislation, regulatory guidance or best practice at the time of decommissioning.

- 2.4.3 On decommissioning, the landscaping works undertaken across the Site would remain in place, and the land would be handed back to the landowner. It is very likely that tree and hedgerow planting would be retained, however, as the land would be handed back to the landowners on completion of decommissioning the longer-term retention of the landscaping improvement works cannot be guaranteed. Similarly, following decommissioning the retention of the permissive footpaths created across the Site will be at the discretion of the relevant landowners.
- 2.4.4 The drainage lagoon area for the BESS (Work No. 6b) will be inspected and, if necessary, remediated in accordance with the Unexpected Contamination Protocol and any relevant prevailing legislation, guidance, permits or consents. The land will then be reinstated, including restoration of the soil profile and local drainage function, to a condition suitable for return to its original use.
- 2.4.5 The land forming the Site is to be leased for the Operational Phase, and therefore following decommissioning the land would be returned to landowners in accordance with their relevant commercial agreements. The following elements would be retained as part of decommissioning phase and handed back to landowners:
- Proposed Native Species Woodland and Woodland Belt Planting;

- Proposed Native Species Hedgerow Planting; and
- Proposed Native Species Individual Tree Planting.

2.4.6 These would be mature features by the time of decommissioning, and so their annual maintenance requirements will be relatively limited and comparable to the ongoing long term management prescriptions of the **outline Landscape and Ecological Management Plan [EB010141/DR/7.7]**.

2.4.7 The ecological enhancement elements will be retained on Site at decommissioning and will be at the discretion of landowners for their future use.

2.4.8 The following elements will be at the discretion of the landowners once the land is handed back, and could either be retained or reverted to existing (arable) use:

- Proposed Grazing Pasture or Neutral Grassland; and
- Species-Diverse Grassland.

2.4.9 The landowners will be able to determine the outcome of these areas based on the agricultural or economic factors at the time of decommissioning.

2.4.10 The generation bay and associated infrastructure therein at Eaton Socon substation will be left in situ following decommissioning because National Grid will own this infrastructure.

2.4.11 The effects of decommissioning are often similar to, or to a lesser magnitude than, the construction effects. They have been considered within the relevant sections of the ES. However, there can be a high degree of uncertainty regarding decommissioning as engineering approaches and technologies evolve over the operational life of the Scheme. More detail on the methods and activities for decommissioning will be provided in the final DEMP in line with the relevant standards at the time, and as per consultation with the Local Planning Authorities, prior to commencement of decommissioning.

2.5 Decommissioning Access, Traffic, Compounds and Resourcing

- 2.5.1 It is anticipated that access during the decommissioning phase will follow the same principles as in the construction phase, and therefore the mitigation measures set out in the **outline Construction Traffic Management Plan (oCTMP) [EN010141/DR/7.4]** would also apply to the decommissioning phase.
- 2.5.2 A specific Decommissioning Traffic Management Plan (DTMP) will be prepared prior to commencement of the decommissioning phase, in consultation with the relevant LPA.
- 2.5.3 To summarise, the main access for all HGVs and most staff will be from the B645 into East Park Site D. The decommissioning traffic route will mirror the construction phase strategy, using an internal temporary access road to connect sites and minimise use of public highways, specifically avoiding Moor Road and Great Staughton village.
- 2.5.4 Existing access tracks and agricultural points will be used where possible, with upgrades made for safety if necessary.
- 2.5.5 With regards to vehicles and plant, the vehicles required will be similar to those used in construction, including standard vehicles (articulated lorries, low loaders, tippers, mobile cranes (40t), tankers, excavators, telehandlers, rollers, and cable pullers).
- 2.5.6 Transformer removal will potentially involve Abnormal Indivisible Load (AIL) vehicles (up to 200t) and one 250-tonne mobile crane.

Decommissioning Compounds

- 2.5.7 The main construction compound and satellite compound areas (shown on **ES Vol 2 Figure 2-5 [EN010141/DR/6.3]**) will be used again for decommissioning compounds. The main decommissioning compound would

comprise offices and welfare facilities, car parking, materials and equipment storage area, and vehicle manoeuvring and a loading and unloading area.

- 2.5.8 Satellite compounds will also be located across Sites A, B and C in relation to the decommissioning phasing of the solar areas. These compounds would be smaller in footprint than the main decommissioning compound but would still provide offices and welfare facilities, car parking, materials and equipment storage area, and vehicle manoeuvring and loading/unloading area.

3.0 ROLES & RESPONSIBILITIES

3.1 Site Team

3.1.1 The following are key Site roles during the decommissioning phase that would have responsibility for management of environmental impacts, with responsibilities for each role also set out (this list is not definitive and additional roles & responsibilities shall be added to the final DEMP):

- **Principal Contractor** – This is a formal role established in the Construction (Design and Management) Regulations 2015 (CDM Regulations 2015). The Principal Contractor will be appointed by BSSL Cambsbed 1 Ltd and will have responsibility for co-ordinating the decommissioning phase of the Scheme.
- **Decommissioning Project Manager** – The Principal Contractor will identify a Decommissioning Project Manager who will have overall responsibility for implementation of the final DEMP and all other DCO and legislative requirements.
- **Quality Manager** – The Quality Manager will have responsibility for quality assurance and compliance, document management and record keeping, inspections for quality control, management of risks, and process improvement related to quality control and assurance. For the final DEMP they would have responsibility for quality assurance of procedures and for management of documentation, records, and monitoring of the systems relating to the same.
- **Health and Safety Manager** – responsible for the monitoring and control of health and safety, and rules and regulations arising.
- **Environmental Manager** – The Environmental Manager has responsibility for management of environmental matters related to the decommissioning phase of the Scheme, including ensuring compliance with legislation, ensuring that mitigation, management and monitoring measures are implemented, and that best practice is applied during works.

The Environmental Manager will be a point of contact with environmental bodies and other third parties as required to perform their duties.

- **Environmental Clerk of Works** – The Environmental Clerk of Works (ECoW) will be a suitably qualified environmental manager responsible for on-site management and monitoring of environmental impacts including for soil management, pollution control, noise and dust monitoring, and surface water.
- **Ecological Clerk of Works** – The Ecological Clerk of Works (EcoCoW) will be a suitably qualified ecologist responsible for on-site managing and monitoring of the works in relation to habitats, protected species, and other wildlife.
- **Archaeological Clerk of Works** – The Archaeological Clerk of Works (ACoW) will be a suitably qualified archaeologist responsible for on-site management and monitoring of the works in relation to archaeology.
- **Flood Warden** – The Flood Warden will be responsible for preparation, management, and response to flood incidents, inclusive of reacting to flood warnings and alerts.
- **Community Liaison Officer** – The Community Liaison Officer will ensure that the Community Liaison Group (CLG) is established and will be the point of contact for the CLG, ensuring that regular updates are issued during the Decommissioning of the Scheme.

3.1.2 As a minimum the above roles are likely to be required to support implementation of the DEMP. The requirement for additional roles and details of responsibilities will be confirmed in the final DEMP..

3.2 Stakeholders

Community Liaison Group

3.2.1 A CLG will be formed prior to construction (per the oCEMP) and will continue through until ultimate decommissioning of the Scheme.

3.2.2 During the decommissioning phase, the purpose of the CLG will be to allow interested community members and bodies to be regularly updated on decommissioning progress and activities. Regular meetings will be held with the CLG where the Community Liaison Officer will provide updates on the work, any changes that may occur (e.g. to due unforeseen circumstances), and other useful information (e.g. movement of large loads, upcoming road works etc.). The CLG will allow local residents to raise issues with the Community Liaison Officer and to act as a forum to discuss relevant issues for the decommissioning of the Scheme. Membership will be open to the following non-exhaustive groups:

- Parish Councils;
- Local Businesses; and
- Local Community Groups.

Stakeholders

3.2.3 The following stakeholders (or any successor body) will be engaged prior to and during decommissioning of the Scheme:

- Bedford Borough Council;
- Huntingdonshire District Council;
- Cambridgeshire County Council;
- Environment Agency;
- Natural England; and
- Historic England.

4.0 DECOMMISSIONING ENVIRONMENTAL MANAGEMENT

- 4.1.1 This section of the oDEMP sets out the general principles and control measures that will be employed on Site during the decommissioning phase, which are applicable to all aspects of the Scheme.

Decommissioning Hours of Work

- 4.1.2 Decommissioning operations would be limited to 08.00 to 18.00hrs Monday to Friday and 08:00 to 13:00hrs Saturday, with no works on Sundays, public holidays or bank holidays.
- 4.1.3 These decommissioning hours of work will be observed unless there are exceptional circumstances where the need arises to work outside of them. In such instances, it will be necessary to agree on a modification to the working hours with the relevant LPA. Where works are to be conducted outside the above hours they will comply with the restrictions stated in the final DEMP and any other restrictions approved with the relevant LPAs.

Site Security

- 4.1.4 The Site will be secured during decommissioning by the security fencing surrounding the site which it is intended will remain in-situ during the decommissioning works, and thus would be the last feature removed. All plant and materials will be secured to prevent theft or vandalism. Remote monitoring and intrusion detection will be managed via the use of deterrent systems such as 'Armadillo' camera security units.

Protection of the Public

- 4.1.5 In addition to the responsibilities set out under CDM Regulations 2015 (or the current equivalent legislation in place at the time of the decommissioning of the Scheme), the Principal Contractor will manage the risk of works being accessed by unauthorised members of the public and will ensure that site

security is maintained at a high standard across the Site to ensure that the risk of access by trespassers is minimised.

- 4.1.6 A high standard of 'housekeeping' will be maintained across the site to reduce risks to trespassers in the event that they do gain access to the site. Compounds and material storage areas will be fully secured within the site, and all materials, equipment, and plant will be fully secured when not in use, and in particular at the end of each working day.
- 4.1.7 PRowS within the Order Limits will remain open during the decommissioning phase where it is safe to do so. Where construction activities could affect the safety of PRow users, access will be managed through measures including managed crossings or short temporary (decommissioning phase) closures with appropriate diversion routes. An **outline Public Rights of Way Management Plan (oPRowMP) [EN010141/DR/7.8]** has been prepared which sets out the principles by which PRowS will be managed. Before decommissioning can commence, a final PRowMP, in substantial accordance with the oPRowMP, will be submitted to and approved in writing by the relevant planning authority, in consultation with the relevant highway authority, and will be implemented as approved.

Signage

- 4.1.8 Health and Safety Signage will be positioned on the Site perimeter and around the site guiding traffic and pedestrians, and giving warnings of potential dangers and hazards (e.g. Warning: Construction site, No authorised access, Caution: construction traffic, and public/pedestrian directional signage etc.). Within the Site and at access points from the public highway, signage will be erected setting out required conduct within the Site boundaries (e.g. Site Safety conduct signage, PPE instruction signage, Danger: Overhead Wires etc.).

Inductions

- 4.1.9 All site visitors and operatives will be directed in the first instance to the main decommissioning compound in Site D, here they will be required to sign in and undergo a suitable induction. Inductions will be completed as appropriate for the role and in accordance with best practice approaches prior to commencing work or visiting site. Records of inductions and competencies will be held on site.
- 4.1.10 Risk assessments and methods statements will be produced for all activities and they will be site-specific. Site operatives will be briefed on method statements and risk assessments relevant to their work prior to their commencing work. Copies of the risk assessments and method statements will be held on site and will be available for use and inspection.
- 4.1.11 Site operatives and visitors will be required to sign in and out every day.

Deliveries & Collection

- 4.1.12 Signage will be sited on the local highway network and at the site entrance to direct all deliveries & collections from the A1 to the main decommissioning compound in Site D. Drivers will be required to report to the site office during working hours. When the site is not open for deliveries & collections, delivery/ collection vehicles will not be permitted to circulate, queue, or wait on the public highway.
- 4.1.13 HGV deliveries and collections to the Site will be allocated an arrival slot which they will be required to comply with. Arrival slots will be allocated by the Decommissioning Project Manager and in accordance with the approved DTMP. A banksman will be made available to assist HGV drivers in accessing the site.

Health & Safety

- 4.1.14 The requirement for comprehensive health and safety assessments are an essential part of the construction process, with demolition and

decommissioning work treated in the same way as any construction work, with the CDM Regulations 2015 setting out requirements and responsibilities. Thus, a CDM Coordinator would be required to be appointed by the Principal Contractor prior to any decommissioning work commencing, and with health and safety assessments to be produced as part of the Construction Phase Plan required under the CDM Regulations (2015) (or the current equivalent legislation in place at the time of the decommissioning of the Scheme).

- 4.1.15 Weekly meetings will be held between the Principal Contractor, Decommissioning Project Manager, and Health and Safety Manager to review matters related to health & safety. The Health and Safety Manager will ensure that they or a suitably qualified member of their organisation regularly visits the site to monitor health & safety matters. Monitoring reports will be produced and provided after these visits.
- 4.1.16 Reportable accidents and dangerous occurrences will be reported in accordance with the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (as amended) (RIDDOR), or any successor legislation in force at the time of decommissioning of the Scheme.
- 4.1.17 In line with other requirements in this section, appropriately licenced contractors will be appointed to undertake groundworks, a safe system of working established prior to commencement of works, and PPE/Respiratory protective equipment (RPE) suitable for the tasks must be worn by operatives.

Contamination

- 4.1.18 Should a pollution incident occur, the relevant external organisations will be contacted. The details of those organisations will be provided on the relevant notices, for example with a spill kit, or held by the Decommissioning Project Manager overseeing the work. This could include:
- Environment Agency;
 - Police;
 - Fire and Rescue Service;

- National Grid;
- Natural England; and
- The Local Planning Authorities of Bedford Borough Council, Huntingdonshire District Council and Cambridgeshire County Council.

4.1.19 All accidents, environmental incidents and near misses, including spills and uncontrolled dust or noise emissions, will be reported immediately to the Decommissioning Project Manager, who will ensure that the Health and Safety Manager, Environmental Manager and any relevant external organisation are notified where required. Each event will be recorded and investigated to a level proportionate to its nature and potential consequences. The record will include the date, time and location of the event; a description of the event and its actual or potential adverse effects; the immediate response and any external notifications; the identified cause and contributory factors; and the corrective and preventive actions required. Each action will be assigned to a responsible person, given a target completion date and tracked through to completion, with its effectiveness recorded.

Unexploded Ordnance

- 4.1.20 As set out in **ES Vol 2 Appendix 12-1: Phase 1 Geo-Environmental Assessment [EN010141/DR/6.2** has identified the potential for unexploded ordnance (UXO) at the Site. A UXO Management Plan will be prepared and approved as part of the final DEMP prior to decommissioning. All works across the Site will be required to accord with the UXO Management Plan, and site-specific UXO Awareness Briefings will be given to all operatives undertaking intrusive works.
- 4.1.21 As the decommissioning will not involve excavation of new areas not previously disturbed during the construction phase, it is not expected that UXO will be encountered in this phase.
- 4.1.22 A UXO specialist will be available during the decommissioning phase to respond to reports of suspicious objects.

Welfare Provision

- 4.1.23 Full welfare facilities will be provided by the Principal Contractor (as required by the CDM Regulations 2015, or the current equivalent legislation in place at the time of the decommissioning of the Scheme), and these must be in place prior to decommissioning work commencing. The welfare facilities must be placed in convenient locations within the compound on each site, and as a minimum these will comprise the following: offices, welfare facilities, a toilet block, car parking, and stores. The main compound will include additional/larger facilities reflecting its role. The toilet and welfare facilities will store foul/wastewater which will then be collected/emptied by specialist licenced contractors.

Lighting

- 4.1.24 Temporary mobile lighting towers will likely be required during winter months. Lighting will be operated and positioned to minimise impacts on human and ecological receptors, and will not be operated outside of the specified working hours. Lighting will utilise directional fittings to minimise outward light spill and glare.
- 4.1.25 Artificial lighting will only be used during the hours of darkness, low levels of natural light or during specific tasks to ensure the health, safety and welfare of those on site, including construction staff and visitors.
- 4.1.26 Appropriate lighting will be installed and operated to ensure that:
- access/egress points are clearly visible during operational hours;
 - staff and visitors can move safely around the Site;
 - site security can be monitored and maintained;
 - sufficient area lighting is provided for the Site office and laydown areas; and
 - impacts on ecological receptors, nearby residents and amenity users of the Site are minimised.

4.1.27 Sensitive ecological receptors upon which lighting control measures will be implemented include:

- Non-statutory designated sites for nature conservation, including Huntingdon Wood County Wildlife Site (CWS) and Kangaroo Meadows CWS;
- Field boundary features including hedgerows, trees, woodland, ditches and watercourses;
- Retained individual trees;
- Ponds; and
- Badger setts.

4.1.28 Additional sensitive ecological receptors will also be identified through pre-construction surveys, which will include for Schedule 1² (or any subsequent equivalent legislation) bird species, such as barn owl nesting and/ or roosting locations if present.

4.1.29 Lux plans will be provided to demonstrate light spill, clearly showing 0.2, 0.5, 1, 5, and 10 lux. The final lighting strategy will be approved by the relevant local planning authorities as part of the final DEMP.

Utilities

4.1.30 Statutory undertakers will be engaged in regard to the existing and proposed utilities infrastructure (e.g. gas pipelines, water mains, electricity cables etc.) set within or around the Site and to agree safe working methods around that infrastructure. The **draft DCO [EN010141/APP/3.1]** includes protective provisions for the protection of existing utilities. Pre-decommissioning surveys will be undertaken to accurately map the presence of utilities infrastructure on the Site.

² *Wildlife and Countryside Act 1981*

Emergencies, Fire Plan, and Special Site Instructions

- 4.1.31 Emergency planning will be developed in consultation with the relevant local authority emergency planning officer, emergency services including the local fire and rescue services, as well as the Environment Agency in relation to responding to flood warnings and events.
- 4.1.32 The final DEMP will detail the procedures for responding to incidents and emergencies on site, and any reporting.
- 4.1.33 A notice displaying emergency contact details will be displayed in a prominent location onsite – such as within the site office. External notices providing emergency contact details will be placed at prominent locations around the perimeter of the site.
- 4.1.34 At Site Induction all site personnel must be advised of the firefighting equipment on site and the escape routes & procedures. A Fire Plan will be kept in the site file. Permits for hot working will be issued as required.

Certification of Mobile Plant

- 4.1.35 All plant will have the appropriate certification and checks with copies held on file on site. All plant will be regularly inspected, and records of these inspections will be held on file on site.

Waste management

- 4.1.36 The Waste Hierarchy must be applied by any person who produces, keeps or manages waste per the duty set out in the Waste (England and Wales) Regulations 2011. The Waste Hierarchy requires any person managing waste to first consider waste prevention, then preparing material for re-use or recycling, and only then use waste recovery methods (i.e. firstly energy recovery), and then waste disposal as the last option. Thus, the waste hierarchy must be applied when managing the decommissioning phase of the Scheme.

- 4.1.37 Detail of measures to minimise, re-use, and control waste are set out in the **outline Waste Management Plan (oWMP) [EN010141/DR/7.12]**. A final Waste Management Plan will be prepared in substantial accordance with the oWMP must be prepared and approved by the relevant local planning authorities prior to each phase of the authorised development..

Surface Water Management

- 4.1.38 Prior to the commencement of decommissioning works a Decommissioning Surface Water Management Plan (DSWMP) will be produced and will be approved by the relevant local planning authority prior to decommissioning. This will set out the proposed management measures for surface water quality, and detail of methods for decommissioning activity in accordance with best practice.
- 4.1.39 The DSWMP will operate alongside the final DEMP, with both ensuring the proper management and maintenance of their respective aspects of the Scheme.

Flood Risk

- 4.1.40 The Scheme has been designed to account for flood risk across the full life of the development, including decommissioning, as set out in **ES Vol 2 Appendix 8-1: Flood Risk Assessment [EN010141/DR/6.2]**.
- 4.1.41 To manage the residual risk of flooding to site operatives a Flood Warning and Evacuation Plan will be developed and a Flood Warden will be appointed, who will be familiar with the Site, and will ensure that operatives are alerted when there is a risk of flooding and that work in impacted areas is rescheduled or stopped in advance of any such event. The Flood Warden will liaise with the Environment Agency to receive appropriate flood warnings in advance of any potential flood event.

Liaison with Public

- 4.1.42 Neighbouring residents will be informed about the progress of works on the Site throughout the duration of the decommissioning phase via the CLG. Regular communications will be sent to them to provide updates on the work, any changes that occur (e.g. due to unforeseen circumstances), and other useful information (e.g. movement of large roads, establishment of road works etc.). These will also include details of a contact telephone number and the project website.
- 4.1.43 A contact telephone number will be maintained throughout the duration of works (including an outside of working hours [out of hours] number for use if required) to allow members of the public, local businesses, and other such parties to make enquiries or raise a complaint. The telephone number provided to local residents and businesses will be maintained at all times whilst the decommissioning works are taking place in order to respond to any enquiries and complaints.
- 4.1.44 A project website will be maintained throughout the duration of the decommissioning phase to allow members of the public, local businesses, and other such parties to view updates on the project, make enquiries or raise a complaint. The project website will be maintained at all times whilst the decommissioning works are taking place in order to respond to any enquiries and complaints.
- 4.1.45 A main site display board will be placed in a prominent location at the Site, and regular smaller site boards will be placed at key points on the site boundary. The main site display board shall provide detail on the works being undertaken and notices/summary information as the current stage of works and upcoming work. All site boards shall include detail of works being undertaken, the contact telephone number (including the out of hours number), the project website and a postal address where enquiries/complaints can be sent.

4.1.46 Any enquiries or complaints arising during the decommissioning phase will be addressed by the Decommissioning Project Manager. A complaints register will be maintained, and this will include the following:

- Complainant's details.
- Date and time of the complaint.
- Cause(s) of the complaint.
- Action taken to resolve the complaint, and date and time of the same, or reasons for any unresolved complaints (including where no issue is found).

4.1.47 The complaints register will be regularly reviewed by the Decommissioning Project Manager as part of monitoring of the final DEMP to ensure that it is being followed, that any issues are identified, and to monitor compliance with its management and mitigation measures. It will also be made available to the relevant LPA to inspect on request.

Best practice measures

4.1.48 The Considerate Constructors Scheme (CCS), or equivalent scheme at the time of decommissioning, will be adopted for the Scheme. This standard includes best practice measures that go beyond statutory compliance and thus will further reduce pollution and nuisance from the Scheme.

Monitoring & Implementation Arrangements

4.1.49 The Decommissioning Project Manager will be responsible for the day-to-day management of the site and will ensure that all restrictions / provisions noted in the final DEMP are undertaken. Detail of general monitoring requirements are set out later in this document.

5.0 ENVIRONMENTAL MITIGATION MEASURES

5.1.1 The following tables set out outline mitigation and management measures that will as a minimum form part of the final DEMP or the relevant identified associated plans. These have been prepared using detail set out in the ES of required measures for each topic. These measures will be secured in the final DEMP, which would be prepared by the Site Operator prior to decommissioning, which is secured as a Requirement of the DCO.

Table 5.1: Summary of the decommissioning mitigation and management measures – Landscape and visual

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Potential loss of vegetation during decommissioning	A pre-decommissioning vegetation survey will be conducted to determine areas requiring protection during decommissioning activities. Protect and retain existing trees and vegetation (in accordance with British Standard (BS) 5837:2012¹, or any subsequent equivalent standard) via construction exclusion zones and tree protective fencing. Where works under any proposed phase include construction within the RPA of a tree, a specific Arboricultural Method Statement for the work will be prepared and approved in accordance with the LEMP for that phase of the works. Any vegetation removed during decommissioning works will be replaced in accordance with the approved LEMP for the decommissioning phase.	The identified protection zones and any protective fencing will be checked before adjacent decommissioning work begins, at least weekly while that work continues and following any impact or severe weather event that could have affected them. Any damage or loss, the remedial action required and completion of that action will be recorded. Any replacement planting provided at decommissioning will be maintained for a period of five years in accordance with the approved LEMP for the decommissioning phase.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Visibility of decommissioning activities	Welfare facilities and temporary office units will use recessive colours, decommissioning compounds will be kept tidy and organised, and materials will be delivered as required to avoid unnecessary stockpiles. Temporary lighting required for safe working during hours of darkness will be positioned, directed and operated to minimise light spill, glare and nuisance outside the Site.	Construction compounds, storage areas and visible stockpiles will be inspected weekly. Unnecessary stockpiles, litter or poorly arranged storage will be rectified promptly. The position and direction of temporary lighting will be checked before first use and following any repositioning or complaint.
Disruption to users of Public Rights of Way	The measures in Table 5.10 and the approved Public Rights of Way Management Plan will apply.	-

Table 5.2: Summary of the decommissioning mitigation and management measures – Cultural Heritage

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Impact upon Scheduled Monuments	In accordance with Requirement 15 of the draft DCO, an Archaeological Mitigation Strategy (AMS) is to be prepared prior to decommissioning, which must be in substantial accordance with the outline Archaeological Mitigation Strategy [EN010141/DR/7.15]. The scheduled monument within Site C will be demarcated on-site, and all decommissioning activities are to be excluded from this area, except for the temporary (decommissioning phase) access track. There will be no surface excavation within the boundary of the scheduled monument. The design and implementation of the temporary (decommissioning phase) access track should be in accordance with the final Archaeological Mitigation Strategy. The installation of the temporary (decommissioning phase) access track will be undertaken in accordance with the approved AMS, with oversight from the ACoW to ensure the track is installed correctly. The temporary (decommissioning phase) access track across the scheduled monument must be removed in accordance with the final Archaeological Mitigation Strategy at the end of the decommissioning phase. The buried cabling (at a depth of no less than 10m) will be removed by winching out the cables from either end. The buried conduit will be left in situ, filled with a suitable non-contaminative inert material to prevent any possible risk of future long-term collapse, and sealed/capped at either end.	An ACoW will be appointed for the decommissioning phase who will review and monitor all works on Site. Before groundworks begin in an Area of Archaeological Constraint, the ACoW will confirm that the area has been correctly marked and that an approved work method is being used. Archaeological attendance, findings, notifications, variations and completed mitigation will be recorded in accordance with the final AMS.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Direct impacts to archaeology	Decommissioning works will be confined to land previously disturbed by, or used for, the Scheme, except where any additional excavation has been addressed through the final AMS. Areas of Archaeological Constraint will be identified prior to decommissioning (in accordance with the approved AMS), and in these areas archaeology will be preserved in-situ through careful removal of the components of the Scheme.	
Impact upon setting of heritage assets set outside of the site	Noise, lighting, vibration and vehicle movements will be controlled in accordance with Tables 5.1, 5.5 and 5.6.	

Table 5.3: Summary of the decommissioning mitigation and management measures – Ecology

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Indirect impacts to off-site habitats, including designated sites for nature conservation Indirect impacts to retained on-site habitats including hedgerows, watercourses and ponds)	A pre-decommissioning ecological survey will be conducted to assess changes in site conditions and update mitigation requirements in accordance with legislation and best practice guidance at the time. Retained habitats, including hedgerows, trees, woodland, ponds, ditches and watercourses, will be protected by the exclusion zones and buffer strips identified in the final DEMP. Working areas will be clearly delineated to prevent accidental encroachment beyond the working area. Sensitive habitats and sites (i.e., designated sites for nature conservation including County Wildlife Sites and ancient woodland) to be clearly signed. The dust-control measures in Table 5.7 and the approved Decommissioning Dust Management Plan will be implemented where an activity could affect a sensitive habitat. The spill-prevention and incident-response measures in Tables 5.4 and 5.8 will be implemented. A minimum 10m buffer will be maintained from the top of the bank of a watercourse, except where approved work is required to remove a crossing or other Scheme infrastructure. Any such work will be undertaken in accordance with the approved DSWMP and the ecological controls identified by the EcoCoW. Silt fences, sediment traps and other sediment controls will be maintained in accordance with the approved DSWMP and repaired or replaced where damaged or ineffective. Lighting to be used only where required, and if used to be task specific and directed away from boundary habitats including woodland, hedgerows and watercourses. Retained trees and other retained vegetation will be protected in accordance with BS 5837:2012 or any successor standard and the approved LEMP.	The EcoCoW will review and monitor activities with the potential to affect habitats, protected species or other wildlife. The EcoCoW or ECoW will inspect ecological demarcation, fencing and buffers before adjacent work begins and during the weekly environmental inspection while that work continues. Site supervisors will check demarcation and fencing at the start of each working day where work is taking place immediately beside a sensitive habitat. Any encroachment or damage will result in work stopping in the affected area until the EcoCoW has identified and recorded the remedial action.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Disturbance to protected and notable species during decommissioning works	Before an activity that could affect a protected or notable species begins, the EcoCoW will identify the surveys, checks, exclusion zones, timing restrictions, licences and working methods required for that activity. An Ecological Clerk of Works (EcoCoW) will oversee site activities to ensure compliance with wildlife legislation. Trenches will be backfilled or covered overnight, or otherwise fitted with a means of escape to prevent entrapment, such as planks or ramps. Where used, ramps will be no greater than 45 degrees in angle.	The surveys, ecological checks, constraints and licences applicable to each relevant activity will be recorded before the activity begins. Open trenches and excavations will be checked at the start of each working day and immediately before backfilling. If a protected or notable species or evidence of one is encountered unexpectedly, work will stop in the affected area and will not resume until the EcoCoW confirms that the required measures are in place.
Displacement of breeding birds due to removal of habitats	Vegetation clearance within the nesting bird season (March to August inclusive) will be avoided where reasonably practicable. Any vegetation to be cleared during the nesting bird season must first be checked by the EcoCoW. If a nest is located an appropriate buffer zone (species specific) will be enforced. Pre-construction checks by the EcoCoW will also be undertaken where land has been left bare during the nesting bird season and so may support ground nesting species.	Each nesting-bird check will record the date, area inspected, findings and any exclusion zone established. Active-nest exclusion zones will be marked and checked at the frequency determined by the EcoCoW until formally released.
Disturbance of Wildlife and Countryside Act Schedule 1 bird species	A pre-decommissioning survey for schedule 1 (or any subsequent equivalent legislation) birds, with a focus on disturbance-sensitive species such as barn owl, will be undertaken prior to work commencing in any new location within the Site.	Where a Schedule 1 species is identified, work will not begin within the affected area until the EcoCoW confirms that the required avoidance

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
		or licensing arrangements are in place.
Damage or destruction of bat roosts	Trees present within the Site would be retained and protected during decommissioning (in accordance with British Standard (BS) 5837:2012 (or any subsequent equivalent standard). However, if as a result of detailed design trees require removal/felling the trees where works are required and the removal has been approved in advance by the relevant local planning authority, those trees would be subject to pre-decommissioning survey to assess any bat roost potential and appropriate mitigation measures (e.g., soft fell), further survey and/ or licensing to be undertaken. If bats are confirmed roosting within the tree(s), no removal would take place until a European Protected Species Mitigation Licence (or equivalent licensing at the time) has been issued by Natural England. Trees with potential, but unconfirmed bat presence, would be felled under RAMS and Precautionary Working Method Statement, in line with BCT Guidance and UK Bat Mitigation Guidelines (or any subsequent equivalent standard). Ecological Reasonable Avoidance Measures will be provided and implemented as part of the final DEMP.	Survey findings and any exclusion zone, licence or watching brief will be recorded before work begins.
Killing/ injury of amphibians and/ or reptiles	RAMs will be implemented to avoid/reduce potential impacts on amphibians and reptiles, to include: • Clearance of suitable terrestrial habitat (e.g., tussocky grassland) to be undertaken following a two-stage cut. • Any suitable refugia (e.g., rubble piles) to be dismantled by hand under the watching brief of the EcoCoW.	Survey findings and any exclusion zone, timing restriction or licence will be recorded before work begins.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	Stored materials to be kept on pallets or otherwise raised off the ground to discourage use as a refuge. Ecological Reasonable Avoidance Measures will be provided and implemented as part of the final DEMP.	
Damage to water vole burrows	Before any decommissioning works within 10m of the top of the bank of a ditch or watercourse begins, the affected section will be inspected for water vole by the EcoCoW. Where evidence of water vole is identified, work will stop in the affected area and will only proceed once the EcoCoW has confirmed the required avoidance measures and any necessary licence. Ecological Reasonable Avoidance Measures will be provided and implemented as part of the final DEMP.	Survey findings and any exclusion zone, timing restriction or licence will be recorded before work begins.
Disturbance of otter	Before decommissioning work begins near suitable otter habitat, the EcoCoW will undertake a pre-decommissioning survey for holts and other evidence of otter. The survey area will include the suitable habitat within 100 metres of the proposed work where access is available and disturbance could occur. Where an otter holt or other constraint is identified, work will only proceed in accordance with the EcoCoW's instructions and any necessary licence. Ecological Reasonable Avoidance Measures will be provided and implemented as part of the final DEMP.	Survey findings and any exclusion zone, timing restriction or licence will be recorded before work begins.
Damage to badger setts or disturbance of badger using a sett.	A pre-decommissioning survey for badger will be undertaken prior to work commencing in each relevant work area to identify any newly excavated badger setts. A 20m buffer (30m for large, tracked machinery) will be maintained from active badger setts, to be set out with Heras fencing or similar, with no works to be	Active-sett buffers will be checked before adjacent work begins and during relevant EcoCoW inspections. Soil or material stockpiles capable of being excavated by badgers will be

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	undertaken within this area unless covered under a specific method statement and agreed by the EcoCoW. If any works to setts is deemed necessary, works will only proceed under an appropriate licence issued by Natural England. Ecological Reasonable Avoidance Measures will be provided and implemented as part of the final DEMP.	fenced or checked daily for evidence of sett creation. Any new sett or change in sett activity will result in work stopping in the affected area until the EcoCoW has reviewed the working method.
Injury/killing of fish	Where works are required within a watercourse for the removal of culverts or structures and it is deemed that a dry works technique is required, the section of water between the 'dams' will be inspected for fish and other aquatic life such as eels. Prior to dewatering, the coffer-dammed area will be inspected using electric fishing and/or fine mesh seine netting to ensure all fish, including juveniles, are safely relocated. Pumps will be fitted with 2mm aperture screens to prevent entrainment of elvers and glass eel. A Fish Rescue Plan will be prepared to include details dewatering methods to include the use of fish-safe meshes to be installed over any pumps, monitoring of water pH, and siltation. The Fish Rescue Plan will form a part of the final DEMP. The run-off and pollution controls elsewhere in the DEMP and approved DSWMP will be implemented.	The Fish Rescue Plan will identify the competent person responsible for supervising dewatering and the frequency of checking pumps and screens. Dewatering will be suspended where fish distress, screen failure or unacceptable water-quality conditions are identified.
Spread of Invasive Non-Native Species (INNS)	Before decommissioning begins, a botanical INNS walkover survey will be undertaken between May and October to identify the location and extent of INNS within the affected work areas. Identified INNS areas will be demarcated and no work will take place within them until the EcoCoW has approved the working method and the area has been addressed in the INNS Management Plan.	Known INNS areas will be inspected before adjacent work begins and following treatment at the frequency specified in the INNS Management Plan.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	Treatment and control will be undertaken by a suitably experienced specialist contractor in accordance with the approved INNS Management Plan, including measures for biosecurity, management of affected soils and long-term control or eradication.. If additional INNS is identified before or during construction, any activity that could spread it will stop in the affected area and the EcoCoW will identify the required measures. The EcoCoW will ensure that a toolbox talk is provided to contractors on avoidance / good practice measures required to avoid facilitating the spread of INNS.	Plant and equipment leaving an affected area will be checked to confirm that the specified cleaning measures have been completed. The location, treatment, biosecurity checks, regrowth and any further treatment will be recorded.

Table 5.4: Summary of the decommissioning mitigation and management measures – Hydrology and Flood Risk

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Increased sedimentation in runoff from decommissioning earthworks areas and other exposed ground.	A Decommissioning Surface Water Management Plan will be prepared and approved before decommissioning begins and will set out the measures for managing run-off, sediment, water quality and flood risk. Silt fences, sediment traps and any other erosion or sediment controls specified in the approved DSWMP will be installed before the relevant ground disturbance begins. Earthworks and other activities exposing bare soil will be phased to minimise the area and duration of exposed ground. They will be stopped or modified during intense rainfall where there is a risk of sediment being mobilised beyond the work area. Revegetation of disturbed areas will be carried out as soon as practicable on completion of the relevant work to stabilise soils.	Temporary drainage pathways, silt fences, sediment traps and other erosion controls will be inspected before first use, at least weekly while active and following heavy rainfall, in accordance with an approved DSWMP. The Watercourse and Groundwater Quality Monitoring Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the decommissioning phase.
Foul Drainage	There will be no unapproved discharge of foul drainage from the Site either to groundwater or any surface waters, whether direct or via a soakaway. Sewage and foul water will be collected in appropriate collection tanks. Regular collection and disposal of sewage and foul water will be conducted by a licenced company.	Collection tanks will be checked on each working day that they are in use. Collection and disposal records will be retained.
Contamination of groundwater and surface water from spills,	The approved DSWMP and Environmental Incident Management and Pollution Prevention Plan will set out the controls for preventing and responding to contamination during decommissioning. Where there are instances of either fuel, oil or solvents being stored temporarily on Site, these containers will all be stored within bunded, impermeable areas and covered to prevent the accumulation of rainwater and to prevent accidental damage.	Fuel and chemical storage areas, bunds and spill kits will be inspected before first use and at least weekly while in use. Temporary refuelling locations will be checked before and after each use.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	Refuelling and maintenance will take place in designated areas at least ten metres from the top of the bank of a watercourse. Plant will be checked before use and any leaking item will be isolated and repaired or removed from use. Wastewater and hazardous materials will be handled in compliance with prevailing regulations and removed by licensed contractors.	All spills, notifications, clean-up measures, waste disposal and corrective actions will be recorded and tracked through to completion.
Increased runoff volume during storm events	Storage of materials and equipment will be planned to avoid flood-prone areas. Where inspection or water-quality monitoring demonstrates that the other approved sediment controls are insufficient, a settlement pond will be installed in accordance with the approved DSWMP. Settlement ponds would be sited downslope of the main construction areas to effectively capture and treat run-off from these areas. After the construction phase the ponds will be reinstated to the current conditions. The ponds will be sized to ensure sufficient treatment during construction.	Each settlement pond will be inspected before first use, weekly while operational and following heavy rainfall. Silt will be removed and defects repaired where required to retain effective treatment.
Increased flood risk due to removal of infrastructure and disturbance to drainage systems	A Flood Warden will be appointed and will review relevant flood warnings and weather forecasts before work begins in a flood-susceptible area. Where a warning, forecast or observed condition indicates a risk of flooding, operatives will be alerted and the affected work will be rescheduled, stopped or evacuated in accordance with the Flood Warning and Evacuation Plan. Existing drainage infrastructure (e.g., Sustainable Drainage Systems (SuDS), ditches, and swales) will be retained and maintained during decommissioning.	The Flood Warden will record each relevant flood warning or event, the areas affected, the decision taken and the time at which work was stopped and resumed. Following any flood event affecting construction, the effectiveness of the response will be reviewed and any required corrective action recorded. Post-decommissioning assessment to confirm drainage functionality.

Table 5.5: Summary of the decommissioning mitigation and management measures – Traffic and Transport

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Increased traffic flows, including HGVs, on the roads leading to the Site. Severance and intimidation associated with increased traffic and abnormal loads.	A Decommissioning Traffic Management Plan (DTMP) will be prepared in accordance with the principles set out in the final CTMP, and approved by the relevant local planning authority prior to decommissioning in accordance with Requirement 18(6) of the draft DCO [EN010141/DR/3.1].	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the DTMP.
Impact upon users of PRow within the Site.	An outline Public Right of Way Management Plan [EN010141/DR/7.8] has been prepared and will be developed into a final Public Right of Way Management Plan prior to the start of decommissioning. Any temporary diversion will be limited to the area and period reasonably required for the relevant decommissioning activity and will be implemented only in accordance with the approved PRowMP. Work at PRow crossings will be phased to minimise the duration of any diversion or managed closure. Where a PRow intersects or is used by construction traffic, the signage, fencing, banksman, managed crossing, temporary closure or diversion specified in the approved PRowMP will be installed before the interaction begins.	Each affected PRow, crossing or diversion will be inspected before it is brought into use, at the start of each working day while the decommissioning interaction continues and following completion of the work. Inspections will cover the route surface, temporary fencing, signage, barriers, crossing controls and whether the approved route remains safely available. The required equestrian-priority and vehicle stop-and-hold arrangements will be checked before decommissioning traffic begins using an affected bridleway. Any obstruction, damaged control, route defect, near miss or complaint will be recorded. Safety defects will

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
		be made safe immediately before work continues.
Damage to the highway	Joint pre- and post-decommissioning condition surveys (with dated photographs) of all agreed decommissioning routes and access points will be undertaken with the relevant local highway authority. Any damage to the public highway clearly attributable to decommissioning traffic will be promptly repaired and reinstated by the Principal Contractor to the reasonable satisfaction of the local highway authority. The condition of routes and access points will also be checked through minimum monthly inspections during decommissioning.	Pre-decommissioning, interim and post-decommissioning condition-survey records will be retained. Interim inspections will also check for mud, dust, debris or obstruction arising from construction traffic. Defects will be logged with the investigation, responsibility and date of repair.

Table 5.6: Summary of the decommissioning mitigation and management measures – Noise and Vibration

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Impact of noise arising from decommissioning activities at noise sensitive receptors (NSR).	Decommissioning activities will be carried out in accordance with a Decommissioning Noise Management Plan (DNMP), which will form part of, or be submitted alongside, the final DEMP. Noise will be managed through the application of best practicable measures, following the guidance set out in BS5228-1:2009+A1:2014 (or any subsequent relevant standard). This will include, where feasible, the use of well-maintained machinery and equipment fitted with silencers, acoustic hoods, or other appropriate noise-reduction features.	The DNMP will identify the activities and receptor locations requiring attended or continuous noise monitoring and the applicable action levels.
Impact of vibration arising from decommissioning activities at vibration sensitive receptors.	Before piling or another potentially significant vibration-generating activity begins, the task-specific assessment will identify the least-vibration method where reasonably practicable.	Vibration monitoring will be undertaken where the task assessment identifies a risk of approaching an action level or where a complaint indicates potential adverse vibration.
Impact of noise on equestrian users.	Where decommissioning activities or traffic operate in close proximity to bridleways or other PRow suitable for equestrian use, the Principal Contractor will, through the Decommissioning Noise Management Plan (DNMP), implement measures requiring advance warning signage and instructions to drivers and banksmen to stop and hold plant and vehicle movements when horses are passing (in accordance with the approved oPROWMP), and to pause or reduce non-essential noisy activities (particularly impulsive or intermittent sources) until the equestrian user has cleared the immediate works interface, applying best practicable measures in accordance with BS 5228 (or any subsequent equivalent standard).	Warning signage, driver instructions and any required banksman arrangements will be checked before the relevant activity begins. Advance notifications to the equestrian landowner will be recorded.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	Where decommissioning activities are required within 100m of a horse paddock or equestrian land use, the Decommissioning Noise Management Plan (DNMP) will define an 'equestrian sensitivity zone' and require enhanced best practicable measures in accordance with BS 5228 (or any subsequent equivalent standard), including (so far as reasonably practicable): • siting static plant and particularly noisy activities as far from the equestrian receptor as possible; • use of temporary (decommissioning phase) acoustic screening/hoarding between the works and the paddock; • careful management of impulsive/intermittent noise sources; and • proactive liaison with the equestrian land owner to provide advance notice (minimum 1 week) of short-term higher noise activities such as piling.	

Table 5.7: Summary of the decommissioning mitigation and management measures – Air Quality

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Dust generation from decommissioning activities (e.g., earthworks, dismantling, vehicle movements)	A Decommissioning Dust Management and Monitoring Plan (DDMMP) will be prepared as part of, or to accompany, the final DEMP, in accordance with prevailing guidance on dust mitigation, and the principles established in the Construction Dust Management and Monitoring Plan approved for the construction phase.	Monitoring to be undertaken in accordance with the approved DDMMP which will form part of the final DEMP. .
Impacts of gaseous emissions from use of on-site plant and non-road mobile machinery (NRMM)	All Non-Road Mobile Machinery (NRMM) and decommissioning vehicles will comply with prevailing emission standards at the time of decommissioning.	A plant register will record the plant type, identification number, engine rating, emissions stage and supporting certification before first use.

Table 5.8: Summary of the decommissioning mitigation and management measures – Ground conditions

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Encountering unexpected contamination during decommissioning	An Unexpected Contamination Protocol will form part of, or accompany, the final DEMP and will identify the signs of potential contamination and the procedures for assessment, remediation and verification. The ECoW will maintain a watching brief during intrusive work in the areas or activities identified in the Unexpected Contamination Protocol as presenting a risk of unexpected contamination.	Monitoring in accordance with the Unexpected Contamination Protocol to be approved as part of the final CEMP.
Generation of silty and otherwise contaminated run-off	The Environmental Incident Management and Pollution Prevention Plan and approved DSWMP will be implemented, including the silt fences, sediment traps and other controls required to prevent contaminated run-off. Decommissioning machinery will be maintained in accordance with the manufacturer's requirements to minimise leaks and spills. Earthworks and other exposed-ground activities will be stopped or modified during intense rainfall where there is a risk of contaminated or silty run-off leaving the work area and will be programmed for drier conditions where practicable.	Water-quality monitoring will be undertaken in accordance with the approved DSWMP and EIMP.
Leaks and spillages of fuel and chemicals required for decommissioning phase	The approved DSWMP and Environmental Incident Management and Pollution Prevention Plan will set out the controls for preventing and responding to contamination during decommissioning. Where there are instances of either fuel, oil or solvents being stored temporarily on Site, these containers will all be stored within bunded, impermeable areas and covered to prevent the accumulation of rainwater and to prevent accidental damage. Refuelling and maintenance will take place in designated areas at least ten metres from the top of the bank of a watercourse. Plant will be checked before use and any leaking item will be isolated and repaired or removed from use.	Fuel and chemical storage areas, bunds and spill kits will be inspected before first use and at least weekly while in use. Temporary refuelling locations will be checked before and after each use. All spills, notifications, clean-up measures, waste disposal and corrective actions will be recorded and tracked through to completion.

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	The storage of fuels or chemicals required during the decommissioning phase will be limited to diesel generators to provide power to the compound area and above ground diesel and ad-blue tanks / fuel tankers for re-fuelling Site plant. Such fuel storage would be housed appropriately in covered areas to prevent the accumulation of rainfall. These areas will be covered with impermeable surfacing and bunded, with an appropriate valve outlet to allow any standing water to be released. An oil separator will be used on the outlet from these bunded areas. The bunded areas will have a minimum capacity of 110% of the capacity of the containers. Refuelling would be limited to designated re-fuelling areas and a suitably stocked spill-kit will be retained within the compound areas as part of a standard construction compound requirement. Fuel storage and refuelling areas will be located at least 10 m away from the top of bank of watercourses.	
Contamination of groundwater	The Site Manager shall, wherever reasonably practicable, ensure that fuels, oils and other chemicals used during decommissioning, including cleaning agents, decontaminants and similar products, are free from intentionally added PFAS. Where PFAS-free alternatives are not reasonably practicable, products shall be selected, stored, handled and used so as to minimise the risk of contamination to soil, groundwater and surface water.	An approved-products register will record the PFAS review before each relevant product is first brought onto the Site. The register will be audited monthly.

Table 5.9: Summary of the decommissioning mitigation and management measures – Land and Soils

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Soil erosion, compaction, and loss of soil quality	The measures set out in the outline Soil Management Plan [EN010141/DR/7.9] will be developed into and implemented through a final Soil Management Plan in accordance with Requirement 7 of the draft DCO [EN010141/DR/3.1]. Agricultural land affected by the Scheme will be restored to a condition that enables its previous use to continue and to the pre-construction ALC grade.	Monitoring to be undertaken in accordance with the approved SMP.

Table 5.10: Summary of the decommissioning mitigation and management measures – Socio economics

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Disruption to users of Public Rights of Way	The measures in Table 5.5 and the approved PRowMP will apply.	Monitoring will be undertaken in accordance with Table 5.5 and the approved PRowMP.
Disruption to local residents, businesses, and community facility use	Measures to mitigate the effects of visual impacts during construction are outlined in Table 5.1: Landscape and visual. Measures to mitigate the effects of traffic during construction are outlined in Table 5.5 Traffic and Transport Measures to mitigate the effects of noise during construction are outlined in Table 5.6 Noise and Vibration Measures to mitigate the effects on air quality during construction are outlined in Table 5.7 Air Quality	Monitoring will be undertaken in accordance with Tables 5.1, 5.5, 5.6 and 5.7. Each enquiry or complaint will be recorded in the Complaints Register, investigated and closed out with the action taken or the reason no further action was required. The Complaints Register will be reviewed weekly to identify repeated or wider issues.

Table 5.11: Summary of the decommissioning mitigation and management measures – Climate change

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Impacts upon on-site workers from extreme weather events and conditions	Weather conditions will be actively monitored, with forecasts reviewed daily to inform site operations. This includes proactive planning to account for the possibility of extreme weather events including the use of extreme weather alert systems.	The forecast, relevant warnings and any resulting change to the planned work will be recorded in the daily briefing or task record. Any weather-related incident or near miss will trigger review of the relevant RAMS and training.
	Risk Assessment Method Statements (RAMS) will be developed for site activities, ensuring appropriate safety and stop work measures are in place for adverse weather conditions.	
	Staff will be provided with climate-appropriate PPE and trained in extreme weather response protocols.	
Damage to equipment from extreme weather events / climate conditions	Equipment, plant and materials will meet the applicable design, safety and manufacturer requirements for the climatic conditions expected during decommissioning. Plant and equipment will be inspected and maintained at the manufacturer's recommended intervals and following any extreme weather event likely to have affected it.	Relevant product specifications will be checked before acceptance or installation. Stored materials and exposed equipment will be inspected before a forecast severe-weather event and following an event likely to have caused damage.
	Existing site drainage infrastructure will be maintained during decommissioning to prevent flood-related equipment damage. Equipment will be elevated or removed from flood-prone areas and covered when stored as appropriate.	

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Increased risk of flooding	A Flood Warden will be appointed to monitor site conditions and ensure timely response to flood warnings and a Flood Warning and Evacuation Plan developed.	The Flood Warden will record each relevant flood warning or event, the areas affected, the decision taken and the time at which work was stopped and resumed. Following any flood event affecting construction, the effectiveness of the response will be reviewed and any required corrective action recorded.
Release of greenhouse gas (GHG) emissions from decommissioning activities, including vehicle movements	A Decommissioning Transport Management Plan (DTMP) will be prepared to optimise vehicle movements and minimise unnecessary trips. Lower-emission vehicles and plant will be selected where reasonably practicable, having regard to the prevailing vehicle standards, availability and technical requirements.	Available vehicle and transport-emissions data will be recorded using the method specified in the final DEMP.
Embodied carbon emissions from the disposal of decommissioned materials	Reuse, refurbishment, recycling and other recovery of solar panels, mounting structures, inverters, transformers, BESS units and other materials will be prioritised in accordance with Table 5.12 and the approved WMP. Materials will be transferred to appropriately authorised reuse, recycling or waste-management facilities, with disposal used only where a higher waste-hierarchy option is not reasonably available.	The waste register required by the approved WMP will record the quantity and management route of each principal decommissioning material.
Fugitive emissions of sulphur hexafluoride (SF6) from gas-insulated electrical equipment	Before electrical equipment is dismantled, an inventory of equipment containing SF6 will be prepared.	The inventory will record each item of SF6-containing equipment, the quantity of SF6 where known and the

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
	SF6 will be recovered by appropriately qualified personnel before equipment is opened, dismantled or transferred, and the equipment will be handled and transported so as to prevent atmospheric release. If an alarm, inspection or damage indicates a possible leak, the affected equipment will be isolated where necessary and inspected and made safe by a suitably qualified specialist. End-of-life SF6-containing equipment and recovered gas will be transferred to an appropriately authorised facility in accordance with the prevailing regulatory requirements.	proposed recovery and treatment route. Any SF6 recovered or released during decommissioning will be recorded.

Table 5.12: Summary of the decommissioning mitigation and management measures – Waste

Potential Impact being managed / mitigated	Mitigation and/or management measure to be implemented	Requirement for monitoring
Generation of waste materials from decommissioning activities	An outline Waste Management Plan [EN010141/DR/7.12] has been prepared and will be developed into a final Waste Management Plan prior to the start of decommissioning phase in accordance with a Requirement of the draft DCO [EN010141/DR/3.1], with approval by the relevant local planning authorities. The waste hierarchy will be applied, prioritising waste prevention, reuse, and recycling before disposal. All waste will be transported by licensed waste carriers and disposed of at facilities with the necessary permits.	A waste register will be maintained, tracking all waste streams, quantities, and destinations.
Contamination risks from improper waste handling (e.g., hazardous waste, chemicals, and oils)	Hazardous waste, including oils, chemicals and waste batteries, will be segregated and stored in suitable, secure and clearly labelled containers. Bunding or secondary containment will be provided where required by the waste type. Spill-response procedures will be implemented in accordance with the Environmental Incident Management and Pollution Prevention Plan. All hazardous waste will be removed by licensed contractors, in accordance with prevailing waste regulations at the time of decommissioning.	Regular site inspections to verify compliance with hazardous waste handling procedures.
End-of-life waste from solar panels and battery storage systems	End-of-life solar panels, battery storage systems and associated electrical equipment will be managed in accordance with the approved Waste Management Plan.	Monitoring and record keeping will be undertaken in accordance with the approved Waste Management Plan.

6.0 IMPLEMENTATION OF MANAGEMENT PLAN

6.1.1 The final DEMP will define all responsibilities roles and actions required for implementation of the measures that are set out in this oDEMP. These will include as a minimum:

- The team roles and responsibilities, and the named individuals fulfilling those roles. An organogram and contact directory will also be included;
- The procedures required for monitoring, inspection and reporting of site operations;
- Document control systems and procedures;
- Detail of the communication strategy (stakeholders and third parties);
- A detailed programme and phasing plan for the decommissioning works covered by the final DEMP, identifying the anticipated sequence and duration of activities and, where necessary, measures to control the duration and concurrency of effects.
- Detail of the required training for key personnel on environmental topics relevant to the Scheme and final DEMP. This will include detail on toolbox talks and on-site briefings required to ensure that relevant staff and site operatives are aware of the requirements for environmental control and procedures for the same, and that they have the necessary knowledge to deliver them;
- Detail of measures to ensure that staff and personnel are advised of changes to circumstances as work progresses on decommissioning the Scheme; and
- Procedures for environmental emergencies.

7.0 MONITORING AND MAINTENANCE

7.1 Monitoring

- 7.1.1 To ensure and demonstrate compliance with the measures set out in the final DEMP, monitoring and reporting will take place throughout the decommissioning phase of the Scheme. The final DEMP will identify the monitoring, inspections and audits to be undertaken, the person responsible, the applicable frequency or trigger, the records to be maintained and the procedure for identifying, recording and closing out any corrective action.
- 7.1.2 The Environmental Manager will oversee monitoring of compliance with the DEMP throughout the construction phase, supported by the ECoW and other relevant specialists identified in the DEMP. They will observe site activities and in particular will attend when new activities first occur, to ensure compliance with the final DEMP, raise deviations where they occur, and to monitor actions and conditions on the site. They will undertake regular walkover surveys of the site to monitor compliance with the final DEMP. They will undertake regular inspections as required by the final DEMP and overall audits of the DEMP to ensure compliance with its requirements. They will meet regularly with the Decommissioning Project Manager to discuss the decommissioning of the Scheme and any issues arising from that or their inspection/monitoring activities. They will undertake day-to-day contact with relevant local authorities and other regulatory agencies such as the Environment Agency. The results of monitoring, surveys, inspections and audits, together with any identified non-compliance and corrective action, will be recorded in the central record-keeping system established in Section 7.2 and made available for inspection on request by the relevant LPA.
- 7.1.3 Where enquiries or complaints are received from members of the public these will be logged by the Decommissioning Project Manager in a Complaints Register. This will include details of the complaint, and actions arising from the same.

- 7.1.4 Similarly, where matters or complaints are raised by the CLG, these will be logged by the Community Liaison Officer in the Complaints Register. This include details of the matter/complaint, and actions arising from the same.
- 7.1.5 All complaints will be reviewed by the Decommissioning Project Manager, Community Liaison Officer, and Environmental Manager, and the result of the review and any corrective actions taken will be logged. The Complaints Register will be reviewed for signs of wider on-going issues, and where these are identified corrective action will be taken.

7.2 Record keeping

- 7.2.1 A Quality Management Systems (QMS) and Environmental Management System (EMS) will be provided by the Principal Contractor. The EMS will be certified in accordance with ISO 14001 (or any equivalent standard in place at the time of decommissioning).
- 7.2.2 Those systems will ensure that records are kept of environmental monitoring, inspections and audits, the implementation of environmental management measures, incidents and non-compliances, and corrective actions.
- 7.2.3 A central record keeping system will be established (by the Quality Manager, or a suitable person with delegated responsibility for the same) which will provide a repository for procedures, checklists, reports and other such measures required for the EMS and QMS. This will include maintaining records of inspections, audits, or other such activity undertaken by internal or external parties undertaking audit of the final DEMP and measures therein. These records will include, as a minimum:
- Licences, approvals, and other similar regulatory documentation.
 - Environmental surveys.
 - Environmental equipment test records.
 - An Environmental Action Schedule, identifying each action, the person responsible, the target completion date and the date on which the action was closed out.

- Records of routine site inspections.
- Details of incidents, breaches of the DEMP, or complaints from third parties, and corrective action taken in respect of the same.

7.2.4 The DEMP will be reviewed at the intervals specified in the approved DEMP and where required in response to monitoring results, an incident, a complaint or a material change in construction activities. Any amendment to the approved DEMP must be approved in writing by the relevant LPA before it is implemented.

7.2.5 The records held in respect of the DEMP will be made available for the purposes of monitoring compliance with the DEMP where a request is made by a Local Planning Authority, the Environment Agency, Natural England, or Historic England (or any equivalent successor bodies).

¹ BSI Standards Publication (2012). *BS 5837:2012 Trees in relation to design, demolition and construction*. BSI

Appendix A: Other plans to form part of the final DEMP

The following plans referenced in this oDEMP will be prepared and incorporated into the final DEMP, either within its main body or as appendices, as appropriate:

- **Communications Strategy;**
- **Decommissioning Dust Management and Monitoring Plan;**
- **Decommissioning Noise Management Plan;**
- **Ecological Reasonable Avoidance Measures;**
- **Emergency Response Plan;**
- **Environmental Incident Management and Pollution Prevention Plan;**
- **Fish Rescue Plan;**
- **Flood Warning and Evacuation Plan;**
- **Invasive Non-Native Species Management Plan;**
- **Lighting Strategy;**
- **Unexpected Contamination Protocol;**
- **Unexploded Ordnance Management Plan;** and
- **Watercourse and Groundwater Quality Monitoring Plan.**

The purpose of each of these documents is set out in the Table below.

Document	Purpose
Communications Strategy	The Communications Strategy prepared for the final OEMP will be advanced into a Communications Strategy within the final DEMP. The principles of the communication strategy will be as established through the construction and operational phases, to be set out in the final CEMP / OEMP.
Decommissioning Dust Management and Monitoring Plan	The Construction Dust Management and Monitoring Plan prepared for the final CEMP will be incorporated into the final DEMP as a Decommissioning Dust Management and Monitoring Plan, and amended where necessary to reflect the requirements of the decommissioning phase.
Decommissioning Noise Management Plan	The Construction Noise Management Plan prepared for the final CEMP will be incorporated into the final DEMP as a Decommissioning Noise Management Plan, and amended

	where necessary to reflect the requirements of the decommissioning phase.
Ecological Reasonable Avoidance Measures	Ecological Reasonable Avoidance Measures would be prepared and incorporated into the final DEMP, based on the pre-decommissioning ecological surveys, and any legislation in force or prevalent best practice at the time.
Emergency Response Plan	An Emergency Response Plan (ERP) will form part of the final DEMP and Battery Safety Management Plan (BSMP) to set out the coordinated, site-specific procedures for responding to incidents and emergencies during decommissioning, including emergencies associated with the decommissioning of the BESS. The ERP will be based on the principles of the ERP established through the construction and operational phases, to be set out in the final CEMP / OEMP / BSMP.
Environmental Incident Management and Pollution Prevention Plan	The Environmental Incident Management and Pollution Prevention Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the operational phase.
Fish Rescue Plan	The Fish Rescue Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the decommissioning phase.
Flood Warning and Evacuation Plan	The Flood Warning and Evacuation Plan prepared for the final CEMP will be incorporated into the final DEMP to manage the residual risk of flooding during the decommissioning phase.
Invasive Non-Native Species Management Plan	The Invasive Non-Native Species Management Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the decommissioning phase, based on an updated pre-decommissioning walkover survey, and any legislation in force or prevalent best practice at the time.
Lighting Strategy	A Lighting Strategy will form part of the final DEMP to define the temporary lighting required for safe working, access, welfare and security while minimising sky glow, glare and light spill affecting nearby residents, amenity users and sensitive ecological receptors.
Unexpected Contamination Protocol	The Unexpected Contamination Protocol prepared for the final CEMP will be incorporated into the final OEMP.
Unexploded Ordnance Management Plan	The Unexploded Ordnance Management Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the decommissioning phase.
Watercourse and Groundwater Quality Monitoring Plan	The Watercourse and Groundwater Quality Monitoring Plan prepared for the final CEMP will be incorporated into the final DEMP and amended where necessary to reflect the requirements of the decommissioning phase.