Lime Down
Solar Park

Outline Decommissioning Strategy

September 2025

Revision 1

Planning Inspectorate Reference: EN010168

Document Reference: APP/7.12

APFP Regulation Reg 5(2)(q)

List of Contents

1 Introduction 1
1.1 Background 1
1.2 The Applicant 3
1.3 The Scheme 3
1.4 The Order Limits 3
2 Decommissioning Environmental Management 4
2.2 Decommissioning Programme 5
2.3 Working Hours 5
2.4 Control of Noise 6
2.5 Control of Light 6
2.6 Traffic Management and Parking Provision 7
2.7 Recovery, Recycling and Disposing of Waste 7
2.8 Security 8
2.9 Good Practice 8
2.10 Public Communication and Liaison 9
3 Mitigation and Monitoring 10
3.1 Purpose 10
3.2 Climate Change 11
3.3 Landscape and Visual Landscape and Visual 13
3.4 Ecology and Biodiversity 15
3.5 Arboriculture 17
3.6 Hydrology, Flood Risk and Drainage 18
3.7 Cultural Heritage 20
3.8 Transport and Access 22
3.9 Noise and Vibration 25
3.10 Air Quality 27
3.11 Socio Economic Tourism Recreation 32
3.12 Soils and Agriculture 34
3.13 Human Health 36
3.14 Ground Conditions 38
3.15 Minerals 40

3.16 Materials and Waste 41
3.17 Telecommunications, Television Reception and Utilities 43
3.18 Glint and Glare 44
3.19 Electromagnetic Fields 45
3.20 Major Accidents and Disasters 46
4 Complementary Plans and Procedures 47
5 Implementation and Operation 48
6 Checking and Corrective Action 49
6.1 Monitoring and Reporting 49
6.2 Records 49
6.3 Management Review 50
7 References 51
8 Glossary 53

List of Tables

Table 1: Climate Change 11
Table 2: Landscape and Visual 13
Table 3: Ecology and Biodiversity 15
Table 4: Arboriculture 17
Table 5: Hydrology, Flood Risk and Drainage 18
Table 6: Cultural Heritage 20
Table 7: Transport and Access 22
Table 8: Noise and Vibration 25
Table 9: Air Quality 27
Table 10: Socio Economic Tourism Recreation 32
Table 11: Soils and Agriculture 34
Table 12: Human Health 36
Table 13: Ground Conditions 38
Table 14: Minerals 40
Table 15: Materials and Waste 41
Table 16: Telecommunications, Television Reception and Utilities 43
Table 17: Glint and Glare 44
Table 18: Electromagnetic Fields 45
Table 19: Major Accidents and Disasters 46

1 Introduction

1.1 Background

1.1.1 This document provides an outline for the Decommissioning Strategy for Lime Down Solar Park (hereafter referred to as 'the Scheme').

1.1.2 A Development Consent Order (DCO) would provide the necessary authorisations and consents for the Scheme which comprises the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating facility with a total capacity exceeding 50 megawatts (MW), and associated infrastructure including a Battery Energy Storage System Area (BESS Area) and an export and import connection to the national grid either at the Existing National Grid Melksham Substation.

1.1.3 Due to its total capacity exceeding 50 MW, the Scheme is classified as a Nationally Significant Infrastructure Project (NSIP) under Sections 14(1)(a) and 15(2) of the Planning Act 2008 (Ref 1) and therefore requires consent via a DCO. The decision whether to grant a DCO will be made by the Secretary of State for Energy Security and Net Zero (hereafter referred to as 'the Secretary of State') following the Examination and Recommendation by the Planning Inspectorate.

1.1.4 An Environmental Impact Assessment (EIA) has been undertaken for the Scheme and an Environmental Statement (ES) **[EN010168/APP/6.1 to 6.5]** has been prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017 (EIA Regulations) (Ref 2). In accordance with the requirements of the EIA regulations, the ES contains the assessment of potential impacts on the environment that may be caused during the decommissioning of the Scheme and describes proposed mitigation measures.

1.1.5 The aim of the Outline Decommissioning Strategy is to demonstrate how the mitigation measures relevant to decommissioning activities included ES will be implemented. It also sets out the monitoring and auditing activities designed to ensure that such mitigation measures are carried out and effective. This document does not address the construction or operation and maintenance activities which are subject to separate environmental management plans and procedures (**Outline Construction Environmental Management Plan (CEMP) [EN010168/APP/7.11]** and **Outline Operational Environmental Management Plan (OEMP) [EN010168/APP/7.12]**).

1.1.6 This Outline Decommissioning Strategy is designed with the objective of ensuring compliance with the relevant environmental mitigation measures set out within the ES. This document provides the likely structure of, and some outline information relevant to, the detailed Decommissioning Strategy. The detailed Decommissioning Strategy will be produced substantially in accordance with this Outline Decommissioning Strategy following the grant of

the DCO when the Scheme is due to be decommissioned. It will then be submitted to the relevant Local Planning Authority (LPA) for approval, in accordance with Requirement 20 of the **Draft DCO [EN010168/APP/3.1]**.

1.1.7 The nature of the decommissioning activities and potential for likely significant effects would be similar to construction. The detailed Decommissioning Strategy will therefore include similar measures to those included in the **Outline CEMP [EN010168/APP/7.11]** submitted within the DCO Application, covering issues such as transportation methods, pollution prevention, and noise management.

1.1.8 The key elements of the Outline Decommissioning Strategy are:

- An overview of the Scheme, decommissioning activities and programme;
- Prior assessment of environmental impacts (through the EIA process);
- Proposed mitigation measures to prevent or reduce potential adverse environmental effects;
- Monitoring and reporting of effectiveness of mitigation measures;
- Corrective action procedure; and
- Links to other complementary plans and procedures.

1.1.9 In summary, this Outline Decommissioning Strategy will identify how commitments made in the ES will be translated into actions on site during decommissioning and includes a process from implementing the actions through to the allocation of key roles and responsibilities. Any additional licences, permits or approvals that are required will be listed in the detailed Decommissioning Strategy, including any environmental information submitted in respect of them. The detailed Decommissioning Strategy will be a live document updated throughout the decommissioning phase as required, for example to reflect changes in legislation or contact details. This Outline Decommissioning Strategy has been designed with the objective of compliance with the relevant environmental legislation, and the mitigation measures set out within the ES.

1.1.10 It is noted that multiple detailed Decommissioning Strategies may be prepared, approved, and implemented for specific works, for example separate Decommissioning Strategies may be prepared for the Solar PV Sites. Within this document ‘detailed Decommissioning Strategy’ is defined to collectively refer to all detailed Decommissioning Strategies which may be prepared.

1.1.11 The appointed Contractor(s) will be responsible for working in accordance with the environmental controls documented in the detailed Decommissioning Strategy which will be prepared in accordance with this Outline Decommissioning Strategy, as a requirement of the DCO. The overall

responsibility for implementation of the detailed Decommissioning Strategy will lie with the Contractor(s).

1.2 The Applicant

1.2.1 The Scheme is being developed by Lime Down Solar Park Limited ('the Applicant'). Lime Down Solar Park is a 100% subsidiary of Island Green Power UK Projects Limited, which is in turn a 100% subsidiary of Island Green Power's UK group holding company, Island Green Power Group Limited (IGP). The Applicant is part of IGP, who are a leading international developer of renewable energy projects, established in 2013.

1.3 The Scheme

1.3.1 The Scheme comprises a solar PVelectricity generating station of over 50 MW and 'associated development' comprising an approximately 500 MWh BESS, grid connection infrastructure and other infrastructure integral to the construction, operation and maintenance, and decommissioning phases.

1.3.2 The PV electricity generating station and BESS would be contained within five land parcels referred to as Lime Down A, B, C, D and E (hereafter collectively referred to as the 'Solar PV Sites').

1.3.3 The Cable Route Corridor is the area within which the export connection cables (hereafter referred to as the 'Grid Connection Cables') would be located to connect the Solar PV Sites to the National Grid at the existing Melksham Substation (hereafter referred to as the 'Existing National Grid Melksham Substation') and the area within which cables connecting the Solar PV Sites would be located (hereafter referred to as 'Interconnecting Cables') (refer to **ES Volume 2, Figure 3-1: Indicative Site Layout Plan [EN010168/APP/6.2]**).

1.3.4 Further details of the Scheme are presented in **ES Volume 1, Chapter 3: The Scheme [EN010168/APP/6.1]**. The **Design Principles and Parameters EN010168/APP/7.4]** set out the maximum parameters which will be met by the Contractor and Applicant.

1.4 The Order Limits

1.4.1 The Scheme would be contained within the Order Limits (also referred to as 'the Site') which contains all elements of the Scheme (shown in **ES Volume 2, Figure 1-2 [EN010168/APP/6.2]**). The Order limits cover an area of 1,237 hectares (ha) located entirely within Wiltshire Council's administrative area.

2 Decommissioning Environmental Management

2.1.1 The operation and maintenance phase of the Scheme is anticipated to commence in 2029, at the earliest, and continue for a period of 60 years. Decommissioning would therefore commence 60 years after the commissioning of the Scheme and is anticipated to commence in 2089.

2.1.2 Decommissioning is expected to take between 12 and 24 months and will be undertaken in phases, and for the purposes of the assessment is expected to occur after the 60-year design life of the Scheme in 2089. A requirement to decommission the Scheme is secured via a Requirement in the **Draft DCO [EN010168/APP/3.1]**.

2.1.3 When the operation and maintenance phase ends, the Solar PV Sites would be decommissioned and the land returned to its original use and condition as far as practicable and returned to the landowner. All Solar PV Panels, mounting piles, cabling, inverters, transformers, switchgear, BESS Area, substations and access tracks would be removed from within the Solar PV Sites and recycled or disposed of in accordance with good practice and market conditions at that time. This will include the areas of agricultural land where the soil health, quality and structure may have improved, and the established habitats. Foundations and other below ground infrastructure will be cut to 1.2 m below the surface to enable future ploughing. Any piles would be removed.

2.1.4 Post-decommissioning, the landowners would choose how the land is to be used and managed, the landowner may return all of the land to arable use, although it is likely that established habitats such as hedgerows and woodland would be retained given their potential benefits to agricultural land and the wider farming estate. Permissive paths would be removed during decommissioning, with the precise timing to be determined by the contractor(s) and communicated to Wiltshire Council

2.1.5 It is anticipated that some areas of habitat and biodiversity mitigation and enhancement within the Solar PV Sites may be left in-situ given they could contain protected species and so relevant licences at the time would need to be obtained for any changes. However, the majority of the Solar PV Sites would be available to be returned to its original use after decommissioning. This would include the removal of any hardstanding and reinstatement of the soil profile (using the stockpiled site won soils) in areas where topsoil has been removed. The undisturbed soils within the Solar PV Sites would have been removed from intensive agriculture for a long period and are expected to have achieved improvements in soil structure and carbon sequestration over that time.

2.1.6 The mode of the Interconnecting Cables and Grid Connection Cables decommissioning would be dependent upon government policy and good practice at that time. Currently, the most environmentally acceptable option is considered to be leaving the cables in situ, as this avoids disturbance to

overlying land and habitats and to neighbouring communities. Alternatively, the cables can be removed by opening up the ground at regular intervals and pulling the cable through to the extraction point, leaving the ducting and jointing bays in place, avoiding the need to open up the entire length of the Grid Connection Cables.

2.1.7 Some soil profiling may be required, and the land will be contoured in agreement with the landowner, approximately similar to the current topography. Excavations will be backfilled, using appropriate imported soil if required, otherwise with soil sourced on site, using appropriate soil management techniques as set out in detailed Decommissioning Strategy. Areas where grass does not exist because of the footprint of the previous infrastructure (e.g. the BESS Area and onsite substations) shall be reseeded with suitable native species, in liaison with the landowner and in accordance with the detailed Decommissioning Strategy, in order to integrate the newly restored soil into agricultural use.

2.1.8 All work to the Existing National Grid Melksham Substation would remain under National Grid's control.

2.2 Decommissioning Programme

2.2.1 Decommissioning is expected to take between 12 and 24 months and would most likely be undertaken sequentially.

2.2.2 Further details regarding the sequence and programme of decommissioning will be provided in the detailed Decommissioning Strategy, including timescales and transportation methods which would be agreed in advance with the relevant LPA, as secured through a Requirement in the DCO.

2.3 Working Hours

2.3.1 The core working hours are defined as:

- Monday to Friday from 07:00 to 18:00 (daylight hours permitting);
- Saturday 08:00 to 13:30 (daylight hours permitting); and
- No Sunday or Bank Holiday working unless crucial to decommissioning or in an emergency.

2.3.2 Where practicable, construction vehicle movements associated with decommissioning would be coordinated to avoid HGV movements during the traditional network peak morning (08:00 to 09:00) and peak afternoon (17:00 to 18:00) hours. In addition, construction worker shift patterns during decommissioning will be coordinated to avoid travel during the network peak hours. The traffic management mitigation measures set out in the **Outline Construction Traffic Management Plan (CTMP) [EN010168/APP/7.20]** are

also applicable to decommissioning and will be secured via a Requirement in the DCO.

2.3.3 Some activities may be required outside of these times such as the delivery of abnormal loads, concrete pours for foundations, night working for cable construction works in public highways and/or horizontal direction drilling (HDD) activities.

2.4 Control of Noise

2.4.1 It is expected that decommissioning works will be undertaken in accordance with the best practicable means (as defined in Section 72 of the Control of Pollution Act 1974 (Ref 12)), to minimise noise and vibration effects. Noise control measures will be consistent with the recommendations of the current version of BS 5228 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' – 'Part 1: Noise' and 'Part 2: Vibration' (BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014) (Ref 12).

2.4.2 Where on-site works are to be conducted outside the core working hours, it is intended that the Applicant will voluntarily apply for Section 61 consent under the Control of Pollution Act 1974 (Ref 12), and the Contractor will comply with any restrictions agreed with the relevant planning authority through that process, in particular regarding the control of noise and traffic. Compliance with these noise limits will ensure adverse effects are unlikely. Abnormal or emergency construction traffic movements may occur outside of normal working hours. In the event of these occurrences, specific noise mitigation measures will be put in place to reduce potential noise impacts at nearby noise sensitive receptors.

2.5 Control of Light

2.5.1 Lighting will be required during decommissioning for safety reasons but will be temporary in nature and predominantly limited to the core working hours. Any requirement for lighting outside standard working hours will be set out within the Decommissioning Strategy implemented in accordance with Requirement 20 of the Draft DCO **[EN010168/APP/3.1].** It is understood that night-time working will not be employed apart from specific activities including the transport of abnormal loads. Artificial working-area lighting in these exceptional operations should be minimised as far as practicable between sunset and sunrise from the months of March to October inclusive during the decommissioning phase of all elements of the Scheme.

2.5.2 Between the months of November and February inclusive, where lighting is considered essential, temporary site lighting in the form of mobile lighting towers will be positioned to ensure that light is directed onto the area of works only with as minimal light spillage onto the hedgerows/woodland as practicable during decommissioning. The use of LED lighting and cowls, hoods and other similar

screens will be adopted. Any working-area lighting requirements will be discussed and reviewed with the Ecological Clerk of Works (EcoCOW).

2.5.3 The following principles for lighting will be adhered to:

- Use of focused directional fittings to minimise outward light spill and glare (e.g. hoods/cowls which direct light below downwards) outside of the Site; and
- Lighting to be directed towards the middle of the Site rather than towards the boundaries.

2.5.4 Any unavoidable artificial lighting during the hours of darkness required within the period March to October inclusive will only be permitted following consultation with the EcoCoW in order to determine the severity of potential impacts and appropriate mitigation steps, including agreed hours of operation and numbers/specification of luminaires.

2.5.5 Security lighting may be installed on temporary site compounds and permanent structures following consultation with the EcoCoW to establish appropriate locations. Security lighting will be limited to the minimum number of luminaires required which will be defined through consultation with the EcoCoW and based on the sensitivity of the habitats potentially affected and baseline lux levels. Security luminaires will be motion-sensitive and set on a short (less than 2 minute) timer and oriented to reduce upward light spill as far as practicable (i.e. horizontally oriented) in order to reduce the potential impact on light sensitive species such as bats.

2.6 Traffic Management and Parking Provision

2.6.1 The traffic management mitigation measures set out in the **Outline Construction Traffic Management Plan (CTMP) [EN010168/APP/7.20]** are also applicable to decommissioning.

2.6.2 A Decommissioning Traffic Management Plan (DTMP) will be developed by a Contractor prior to decommissioning in consultation with the appropriate Local Planning Authority. The DTMP will use the detailed CTMP to reflect the circumstances prevailing during the period in which decommissioning is to be carried out.

2.6.3 The measures defined in the DTMP will ensure that the impacts from decommissioning traffic on the local community (including local residents and businesses and users of the surrounding transport network) are minimised, where reasonably practicable.

2.7 Recovery, Recycling and Disposing of Waste

2.7.1 The Contactor will separate the main waste streams on-site, prior to transport to an approved, licensed third party Waste Management Facility for recovery,

recycling or disposal. The wastes generated at decommissioning will primarily be the electrical components of the Solar PV Site, substation and BESS infrastructure, the Solar PV Panels, and fencing. Prior to the decommissioning works commencing, a detailed Decommissioning Strategy will be prepared which will provide a waste estimate, and specify key responsibilities, reporting and auditing requirements and waste recovery targets.

2.7.2 Waste Duty of Care will be ensured with respect to all waste generated within the Order limits. All waste to be removed from the Order limits will be undertaken by fully licensed waste carriers and taken to suitably licensed waste management facilities and managed in line with the requirements of the Waste (England and Wales) Regulations (2011) (Ref 14) and the Hazardous Waste (England and Wales) Regulations (2005) (as amended) (Ref 15). The Scheme will apply the waste management hierarchy, in priority order: prevention, preparation for reuse, recycle, other recovery and disposal.

2.7.3 If required, a Materials Management Plan (MMP) would be developed under the Contaminated Land: Applications in Real Environments (CL:AIRE) Definition of Waste: Development Industry Code of Practice (Ref 16) by the appointed decommissioning contractor to support the reuse of excavated materials, minimise off-site disposal, and to demonstrate the necessary lines of evidence to support the proper reuse/off-site disposal of materials and ensure compliance with regulatory guidance.

2.8 Security

2.8.1 Security during decommissioning will be managed by the Contractor. The Perimeter Fencing will remain in place throughout the duration of the decommissioning works within each Solar PV Site and be the last element of infrastructure to be removed. It is anticipated that the perimeter CCTV system will be one of the last elements to be decommissioned, and that temporary CCTV may also be installed at strategic locations for example to monitor construction compounds and accesses.

2.8.2 Storage of materials will be kept secure to prevent theft or vandalism. A safe system for accessing the materials storage areas would be implemented. There will be designated security staff during decommissioning who will manage the Order Limits and patrol the perimeter where required.

2.9 Good Practice

2.9.1 The Considerate Constructors Scheme (CCS) (Ref 8) (or equivalent measure in place at the time of decommissioning) will be adopted to assist in reducing pollution and nuisance from the decommissioning of the Scheme by employing good practice measures which go beyond statutory compliance, where relevant, to decommissioning.

2.10 Public Communication and Liaison

2.10.1 Prior to the commencement of decommissioning, the Contractor will develop and implement a Decommissioning Stakeholder Communications Plan that includes community engagement and will detail a complaints procedure. In line with the Decommissioning Stakeholder Communications Plan, it is likely that a display board will be installed on-site, and a website will be set up. These will include contact details for the Site Manager or alternative public interface with whom nuisance or complaints can be lodged, and the head or regional office contact information. A logbook of complaints will be prepared and managed by the Site Manager or nominated representative.

2.10.2 Any environmental complaints received will be investigated with appropriate action taken and recorded, so that a full audit trail is available should the complainant raise the issue(s) with the relevant LPA.

2.10.3 A Community Liaison Officer (or alternative) will be appointed to lead discussions with local communities during the decommissioning phase.

3 Mitigation and Monitoring

3.1 Purpose

3.1.1 This section of the Outline Decommissioning Strategy sets out the mitigation measures to be included as a minimum in the detailed Decommissioning Strategy. It also sets out monitoring requirements and the responsible party identified for each mitigation measure or monitoring requirement. This section will be updated and developed following consent as part of the preparation of the detailed Decommissioning Strategy.

3.1.2 It is assumed all mitigation is in line with the regulations and guidance at the time when decommissioning is undertaken which is anticipated to commence in 2089. The following tables present likely mitigation based on present baseline information against current legislation. All mitigation will need to be reviewed and updated prior to decommissioning against the baseline environment at that time.

3.2 Climate Change

Table 1: Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Greenhouse Gas (GHG) emissions from decommissioning traffic and equipment.	Appropriate standard and good practice control measures will be included in the detailed Decommissioning Strategy, which would include: • Increasing recyclability by segregating decommissioning waste to be re-used and recycled where reasonably practicable; • Adopting the CCS to assist in reducing pollution, including GHGs, from the Scheme by employing good industry practice measures; • Minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible; • Minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements); • Encouraging the use of lower carbon modes of transport by identifying and communicating local bus connections and pedestrian and cycle access routes to/ from the Scheme to all decommissioning staff, and providing appropriate facilities for the safe storage of cycles; • Liaising with decommissioning personnel for the potential to implement staff minibuses and car sharing options; • Implementing a Travel Plan, to reduce the volume of decommissioning staff and employee trips to the Scheme; • Switching vehicles and plant off when not in use and ensuring decommissioning vehicles conform to UK emissions standards at the time; • Conducting regular planned maintenance of the decommissioning plant and machinery to optimise efficiency;	Monitoring weather forecasts and the news for Environment Agency flood warnings, relevant weather warnings, and water levels of the local waterways.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• Health and safety plans and risk assessments developed for decommissioning activities will be required to account for potential climate change impacts on workers, such as flooding and heatwaves. This will include for the provision of flood defence equipment (e.g. sandbags) on site and good practice health management measures for construction staff working in heat such as wearing loose clothing, staying hydrated and applying sun protection; • Protecting workers and resources from extreme weather conditions through appropriate PPE and working practices; and • Using equipment's cooling systems where necessary/adapting working practices and equipment used based on current weather conditions.	
Stronger winds, heatwaves, heavy precipitation and increased risk of fires/wildfires.	Contractor will monitor weather forecasts and plan works accordingly, protecting workers and resources from any extreme weather conditions. Fire suppression system on site to rapidly action in case of fire.	The contractors will monitor weather forecasts and receive Environment Agency's flood alerts and plan works accordingly, protecting workers and resources from any extreme weather conditions such as storms, flooding.

3.3 Landscape and Visual Landscape and Visual

Table 2: Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Loss of existing landscape features, e.g., vegetation Visibility of decommissioning activities	At decommissioning other than the buried cabling, all infrastructure would be removed with agricultural fields returned back to agriculture. Alternatively, the cables can be removed by opening up the ground at regular intervals and pulling the cable through to the extraction point, leaving the ducting and jointing bays in place, avoiding the need to open up the entire length of the cable route. The reinforced landscape however would be retained. **Avoidance Measures** Avoidance measures are incorporated into the design of the scheme in order to reduce development impacts and control any negative effects on the landscape, especially on sensitive receptors such as the Cotswolds National Landscape. These measures include: • Avoiding works adjacent to the National Landscape where it would affect its setting; • Avoiding works where it would be visually intrusive and affect the character and visual experience of the landscape; and • Panels have been removed within the setting of the Cotswolds National Landscape in Sites A, B and C. **General Offsets/ Buffers** Buffers outlined in **Table 8.9** of **Chapter 8: Landscape and Visual Impact Assessment [EN010168/APP/6.1]** have been embedded into the design of the Scheme to protect the landscape fabric of the Sites. As well as standard offsets / buffers identified within **Table 8.9** that have been applied across the Scheme, **Table 8.10** of **Chapter 8: Landscape and**	No monitoring required.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Visual Impact Assessment [EN010168/APP/6.1] identifies those areas which were avoided to reduce Landscape and Visual Impacts. **Landscape Design Parameters** Embedded mitigation measures: Landscape Design Parameters are set out in **Table 8.8** of **Chapter 8: Landscape and Visual Impact Assessment [EN010168/APP/6.1]** **Lighting** • Security lighting within the substations and BESS would be motion sensors; • Good practice measures would be employed to minimise light spill; and • Temporary site lighting during construction will be required to enable safe working during construction and decommissioning during hours of darkness and will be designed as far as reasonably practicable to minimise potential for light spillage outside the Sites and Cable Route Corridor, particularly towards houses, traffic and ecological habitats. **Arboricultural Protection** The Scheme has been designed, as far as practicable, to avoid and reduce impacts and effects on Arboriculture by embedding mitigation measures into the design process. Particular protection measures include (outlined in **Table 4** below): • Cable Route Corridor design work has been undertaken in order to retain, avoid and fully protect identified veteran trees to provide sufficient space to allow for open cut trenching around veteran tree buffer zones ensuring impacts to veteran trees are avoided – secured in the **Works Plan [EN010168/APP/2.3]**.	

3.4 Ecology and Biodiversity

Table 3: Ecology and Biodiversity

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Clearance or damage of habitat to restore land to previous use – resulting in temporary or permanent reduction in habitat extent and potential direct and indirect effects on associated species	All decommissioning works will be carried out in line with the Wildlife and Countryside Act 1981, the Natural Environment and Rural Communities Act 2006, and The Conservation of Habitats and Species Regulations 2017 (or equivalent legislation at the point of decommissioning). Standard management measures will be implemented to prevent pollution incidents, minimise effects on ecology from noise and vibration, and prevent and minimise dust creation and air pollution. These management measures are likely to be the same as those contained within the **Outline EPMS [EN010168/APP/7.19]** and referenced by the **Outline CEMP [EN010168/APP/7.12]**, but will include restrictions on working in proximity to important habitats (by buffering and protective fencing), precautions to take during periods of prolonged dry or wet weather, restrictions on the use and storage of chemicals, oils and fuels, and the avoidance of sediment runoff and use of sediment barriers near to ditches and watercourses. Precautionary working method statements concerning the above actions would be produced and implemented. No more than twelve months prior to decommissioning commencing, land within the Order Limits will be visited by an appropriately qualified ecologist to identify any ecological constraints arising from decommissioning activities. Further surveys, mitigation and/or compensatory measures may then be required in line with prevailing guidance. As a minimum, an extended UK Habitat Classification Walkover Survey (or equivalent) is considered likely to be required to identify the potential presence of protected species and important habitats. Based upon current (2025) legislative protection, protected species which could be directly impacted by decommissioning activities would include badgers, water vole, otter, great crested newt, reptiles and breeding birds.	To be confirmed in detailed Decommissioning Strategy

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Further surveys to identify the use of the land within the Order Limits by these receptors would therefore also be expected as a minimum. Any mitigation measures undertaken at the point of decommissioning aimed at maintaining ecological value of the Solar PV Sites should take account of changes in ecological objectives that have occurred over the operational phase. In particular, changes in ecological conditions both within the Order Limits and on a national scale as a result of climate change (and other factors) may result in new ecological objectives that cannot at the current time be reasonably foreseen.	

3.5 Arboriculture

Table 4: Arboriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Additional tree removal or pruning, and/or impacts to roots	Decommissioning activities would be facilitated through the use of existing access tracks installed during the construction phase, ensuring no additional tree root or canopy impacts to retained trees during decommissioning works. Permanent access points and visibility splays for the Solar PV Site would be the same as those used for construction, ensuring no additional tree removal or pruning during decommissioning of the Solar PV Site. Cables would likely be left in situ after decommissioning, which will avoid any future tree removal or root impacts from excavation to remove cables. Should cabling require removal, it may be practicable to remove cabling at the jointing bays and extracting it from the ducting to avoid the need for significant lengths of open cut trenching which may harm trees A tree survey would be undertaken prior to decommissioning in accordance with BS 5837:2012 (or in line with most recent adopted standard and industry guidelines) An Arboricultural Impact Assessment would be produced alongside an Arboricultural Method Statement.	To be confirmed in detailed Decommissioning Strategy

3.6 Hydrology, Flood Risk and Drainage

Table 5: Hydrology, Flood Risk and Drainage

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Minimise the risk of flooding, runoff, and pollution to waterbodies.	Good practices will be incorporated into the detailed Decommissioning Strategy and would include but are not limited to: • 8 metre buffers from infrastructure will be established around watercourses, including Main Rivers and Ordinary Watercourses; • Runoff from equipment and access tracks will be directed to permeable SuDS features such as gravel-filled trenches or French drains, or similar passive drainage features appropriate to local condition; • Where practicable, runoff from equipment and access tracks will be directed to permeable SuDS features such as gravel-filled trenches or French drains, or similar passive drainage features appropriate to local conditions; • Access to the Scheme will be taken from new permeable or existing farm tracks accessed from the local highway network; • Where practicable, existing access tracks would be retained. Where new access tracks are required, they would be designed to avoid crossing drainage ditches, where practicable; • Works that are likely to generate silt-laden runoff (e.g. earthworks and excavations) will be done preferentially during the drier months of the year; • Where practicable, during the construction/decommissioning phases, buffers of 10m would be preserved adjacent to sensitive receptors to reduce impacts; • Construction/decommissioning groundworks would be kept as far from the from watercourses/drainage ditches as reasonably practicable; • Construction compounds and stockpiles would be located as far from receptors as possible. A drainage system will be developed to prevent silt-laden runoff from entering surface water drains, watercourses and	To be confirmed in detailed Decommissioning Strategy. A Water Management Plan (which will form part of a detailed CEMP) will include details of pre-construction, construction, and post-construction water quality monitoring.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	ponds without treatment (e.g. earth bunds, silt fences, straw bales, or proprietary treatment); • Earth stockpiles will be seeded as soon as practicable, covered with geotextile mats or surrounded by a bund • Mud will be controlled at entry and exits to the Solar PV Sites using wheel washes and/or road sweepers; • Tools and plant will be washed out and cleaned in designated areas within Solar PV Sites compound where runoff can be isolated for treatment before discharge to watercourse under appropriate consent; • Debris and other material such as dust will be prevented from entering nearby receptors through the use of standard construction-phase pollution control measures, such as silt fences, straw bales, bunding, wheel washing and dust suppression; and • Construction/decommissioning SuDS (such as temporary attenuation) to be used during construction/decommissioning if necessary.	

3.7 Cultural Heritage

Table 6: Cultural Heritage

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
To restore the baseline landscape condition with consideration to the setting of identified heritage assets. Minimise / prevent harm to buried archaeological features.	The landscape mitigation proposals (e.g. planting of shelter belts and scattered trees, planting of new hedgerows, existing hedgerow reinforcement) will be fully in effect at decommissioning phase. It is likely that established habitats such as hedgerows and woodland would be retained by the landowner, given their potential benefits to agricultural and the wider farming estate. Where these mitigation measures enhance the landscape character, they would create an overall beneficial effect. Temporary fencing will be erected around 'no development' areas containing archaeological assets during decommissioning. Banksmen must be aware of areas with archaeological assets and will be responsible for ensuring no vehicle/plant movement occurs in these areas. In line with the Archaeological Mitigation Strategy (AMS) in **ES Volume 3, Appendix 12-6: Outline AMS [EN010168/APP/6.3],** the Decommissioning Strategy will be agreed with the Archaeological Advisor to the relevant Local Planning Authority prior to decommissioning, which will be sufficient to safeguard any archaeological remains during the decommissioning phase. Decommissioning traffic routes have been identified to avoid large increases in HGV movements near to heritage assets. Good practice embedded mitigation measures include: • The appropriate routing of vehicles (where practicable avoiding areas known for their historic character); • Adherence to an agreed approach on activities that generate noise (which can impact on the appreciation of heritage assets nearby); and	To be confirmed in detailed Decommissioning Strategy.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• The avoidance of any archaeological remains preserved below ground during decommissioning.	

3.8 Transport and Access

Table 7: Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Increased traffic flows, including HGVs on the roads leading to the Sites. Severance and intimidation associated with increased decommissioning traffic and abnormal loads.	A detailed Decommissioning Traffic Management Plan (DTMP) will be produced and approved by the local highway authority prior to the commencement of decommissioning activities. Details to mitigate impacts from increased decommissioning traffic will be included in the DTMP. The DTMP, which will take into account and is prepared in accordance with the principles of the Outline CTMP, will be submitted to and approved by the relevant planning authority or authorities pursuant to a Requirement under the DCO. A number of embedded mitigation measures are set out within the **Outline CTMP [EN010168/APP/7.22]** for the control of vehicles associated with the construction phase which are also applicable to the decommissioning phase. This includes the following: • Signs to direct decommissioning vehicles associated with the development will be installed along the decommissioning traffic route; • Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route; • Advisory signs informing contractors and visitors that parking will not permitted on-street in the vicinity of the Order Limits or on access roads; • All signage on the designated route will be inspected twice daily by the Site Manager, to ensure they are kept in a well maintained condition and located in safe and appropriate locations; • A compound area for contractors will be set up on-site, including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the Order Limits and that they should not park on-street;	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP/DTMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• A wheel wash facility will be provided ahead of exiting the Order Limits allowing vehicles to be hosed down so that no decommissioning vehicles will take mud or debris onto the local highway network; • A road sweeper will be provided for surrounding local roads along the designated route to alleviate any residual debris generated during the decommissioning phase, as required; • The Order limits will be secured at all times with Heras fencing; • A requirement for engines to be switched off on-site when not in use; • Spraying of areas with water supplied as and when conditions dictate to prevent the spread of dust; • Vehicles carrying waste material off-site to be sheeted; • Banksmen will be provided at Site access junctions where required to indicate to decommissioning traffic when it is safe for them to enter and exit the Order Limits; • All residents in the vicinity of the Order Limits along the designated route will be provided with contact details of the Community Liaison Manager, which will also be provided on a site-board at access and egress junctions; • Agreement to a Road Condition/Dilapidation Survey with the local highway authority; and • Works to enable AIL deliveries. A Decommissioning Worker Travel Plan will be implemented, to encourage decommissioning workers to travel to the Site via sustainable travel, where practicable. Measures include the provision of a shuttle bus for non-local worker and workers who drive will be encouraged to car share where practicable. An **Outline Public Rights of Way and Permissive Paths Management Plan (PRoWMP) [EN010168/APP/7.17]** will be implemented during the	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	decommissioning phase of the Scheme. The following measures will be implemented: • The provision of banksmen at either end of the PRoW, to hold vehicles if a PRoW user is present and advise PRoW users of the potential for decommissioning vehicles to be present; • Speeds to be limited to 5 mph; • Drivers will stop and give-way to any PRoW user that they encounter; • Appropriate signage will be installed along the PRoW to make PRoW users aware of the decommissioning activity. This will include information on decommissioning times and contact details for a public liaison officer; • The PRoW will be kept clear of decommissioning vehicles and apparatus outside of permitted decommissioning hours so far as is practicable to do so; • Any damage to the surface of the footpath/bridleway will be repaired as soon as practicable. The surface will be returned to its original condition following completion of decommissioning.	

3.9 Noise and Vibration

Table 8: Noise and Vibration

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Noise and vibration due to decommissioning activities causing annoyance at Noise Sensitive Receptors (NSR). Decommissioning traffic, plant and machinery noise at nearby NSR.	The following Best Practicable Means (BPM) will be applied, as far as reasonably practicable, during decommissioning works to minimise noise and vibration at NSRs, including, neighbouring residential properties and other sensitive receptors arising from decommissioning activities: • Ensuring that all appropriate processes, procedures and measures are in place to minimise noise before works begin and throughout the decommissioning programme; • All contractors to be made familiar with current legislation and the guidance in BS 5228:2014 (Parts 1 and 2) which would form a prerequisite of their appointment; • When works are taking place within close proximity to sensitive receptors, the screening of noise sources via the erection of temporary screens would be employed where practicable; • All decommissioning machinery would be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of silencers; • All decommissioning plant and equipment to be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use; • As far as practicable, works will be programmed to avoid noisy operations occurring simultaneously in close proximity to the same sensitive receptor; • As far as practicable, decommissioning compounds must be located a minimum of 250m from residential receptors; • Adhere to the core working hours of the Scheme which are Monday to Friday 07:00 – 18:00 and between 08:00 and 13:30 on Saturdays	A decommissioning noise monitoring scheme shall be developed and agreed with the relevant planning authority following appointment of a contractor and prior to commencement of decommissioning works. The detailed DEMP(s) would also set out a scheme for the provision of monthly reporting information to and from local residents to advise of potential noisy works that are due to take place and for monitoring of noise complaints and reporting to the Applicant for immediate investigation and action. Further details are to be confirmed in the detailed DEMP(s). Section 61 consents would be obtained where noisy works are anticipated by the appointed Principal Contractor or work outside of core hours is required. The Section 61 would form the basis of noise limits and

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• Provision of information to the relevant local authority and local residents to advise of potential noisy works that are due to take place.	monitoring requirements including monitoring locations, noise monitoring methods and frequency, and the noise control measures to be employed.

3.10 Air Quality

Table 9: Air Quality

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Fugitive dust emissions during the decommissioning phase.	Appropriate mitigation and control measures will be included in the detailed Decommissioning Strategy, which would include: <u>Communications</u> • Develop and implement a Stakeholder Communications Plan that includes community engagement before work commences on-site; • Display the name and contact details of person(s) accountable for air quality and dust issues on the Site. This may be the Environmental Manager; and • Display the Contractor's head or regional office contact information. <u>Dust Management</u> • Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant local authorities. <u>Site Management</u> • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken; • Make the complaints log available to the local authority when asked; • Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook; and • Hold regular liaison meetings with other high risk sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed Decommissioning Strategy. The following monitoring will be undertaken: Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authorities when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary, with cleaning to be provided if necessary. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authorities when asked. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Preparing and maintaining the site • Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable; • Erect solid screens or barriers around dusty activities or the site boundary so that are at least as high as any stockpiles on site; • Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period; • Avoid site runoff of water or mud; • Keep site fencing, barriers and scaffolding clean using wet methods; • Remove materials that have a potential to produce dust from site as soon as practicable, unless being re-used on site. If they are being re-used on-site, cover as described below; and • Cover, seed or fence stockpiles to prevent wind whipping. Operating vehicle/machinery and sustainable travel • Ensure all off-road vehicles comply with the requirements of the Non-Road Mobile Machinery (NRMM) standards or good industry practice available at the time of decommissioning, where applicable. Use stage 4 NRMM as a minimum and stage 5 where practicable; • Ensure all vehicles/machinery are switched off when stationary/not in use; • Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable; • Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required, these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authorities, where appropriate); • The principles of the CTMP will be used to manage the sustainable delivery of goods and materials during the decommissioning phase.	with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the local authority. Where practicable, commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Any unforeseen issues that arise in relation to decommissioning vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing); and • Signs to direct construction vehicles associated with the Scheme will be installed along the construction traffic route. <u>Operations</u> • Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems; • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where practicable and appropriate; • Use enclosed chutes and conveyors and covered skips; • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. <u>Waste Management</u> • No bonfires or burning of waste materials. <u>Earthworks</u> • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable; • Use Hessian, mulches or tackifiers where it is not practicable to re-vegetate or cover with topsoil, as soon as practicable; and • Only remove the cover in small areas during work and not all at once. <u>Decommissioning</u> • Avoid scabbling (roughening of concrete surfaces) if practicable; • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	which case ensure that appropriate additional control measures are in place; • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and • For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust. <u>Trackout</u> • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site; • Avoid dry sweeping of large areas. In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust; • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport; • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable; • Record all inspections of haul routes and any subsequent action in a site logbook; • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned; • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable); • A wheel washing facility will be provided at each access. This will be located at the end of each access road, ahead of the egress onto the local highway network;	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway; • If required, a road sweeper will be provided for the area surrounding access to alleviate any residual debris generated during the decommissioning phase, as required; • Vehicles carrying material off-Site will be sheeted to prevent the spread of dust; • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits; and • Entrance gates to be located at least 10m from receptors where practicable.	
Vehicle and plant emissions during the decommissioning phase.	Vehicles will be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner. All plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so. In addition, plant and vehicles will conform to relevant applicable standards available at time of decommissioning. At present time the standards for the vehicle type as follows: • Euro 4 (Oxides of Nitrogen (NOx)) for petrol cars, vans and minibuses; • Euro 6 (NOx and PM) for diesel cars, vans and minibuses; and • Euro VI (NOx and PM) for lorries, buses, coaches and Heavy Goods Vehicles (excluding specialist abnormal indivisible loads).	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed Decommissioning Strategy

3.11 Socio Economic Tourism Recreation

Table 10: Socio Economic Tourism Recreation

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to socio-economic, tourism and recreation receptors as a result of an influx of decommissioning workers and movements	The decommissioning schedule would retain appropriate flexibility to be phased and staged and staggered across the Order Limits. The decommissioning contractor would provide support for workers to find suitable private rental accommodation, or hotels or other serviced accommodation.	No monitoring required.
Impacts to socio-economic, tourism and recreation receptors as a result of decommissioning activities in the Order Limits	Measures to mitigate visual impacts from decommissioning operations, lighting and the location decommissioning equipment and compounds would follow those set out in the CEMP. Measures to control decommissioning traffic movements would be outlined in the DTMP and Outline PRoWMP, including control of the routing and number of HGV movements. Traffic management would be implemented at sensitive points on the highway network or at PRoW and recreational route crossing points. Recreational routes crossing, or within, the Solar PV Sites and Cable Route Corridor would be kept open during decommissioning where practicable, with any crossing or traffic conflict points overseen by spotters or banksmen for HGVs. Where closures are deemed to be necessary, these will be prioritised for overnight work, will be temporary in nature and supported by appropriate amount of notice with closure times and dates clearly provided, and, if appropriate, suitable diversions provided for recreational routes. Any diversions to PRoW and other recreational routes will be temporary with original routing restored as soon as practicable, appropriately signed, and the duration and length of diversions will be optimised to minimise impacts on accessibility and use.	Monitoring requirements related to the use, condition, and quality of the environment along PRoWs during the decommissioning of the Scheme. This would include regular inspections of PRoWs within the Order Limits subject to onsite diversions or closures to ensure a suitable quality of surface, and any required diversion signage is in place. A Community Liaison Manager would be available for members of the public to report any concerns or issues with PRoWs and should report any concerns to the responsible decommissioning site manager to oversee any investigative, and if required, remediation work.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Footpath WT|GRIT|20 and bridleway WT|MALW|54 would be diverted. The impact of fear and intimidation from construction/decommissioning traffic on vulnerable shared road users (such as pedestrians, cyclists, and horse riders) would be managed through control of the routing and number of HGV movements.	
Impacts to economic activity and employment	Apprenticeship and training schemes, and local recruitment and procurement would be promoted during the decommissioning phase.	No monitoring required.
Socio-Economic impacts on agricultural users	Cable infrastructure may be left in situ with the cables extracted through joint bays	No monitoring required.

3.12 Soils and Agriculture

Table 11: Soils and Agriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Temporary loss of agricultural land. Impacts on soil.	The following measures will be implemented to address impacts on land use and soil: • The record of condition (photographic and descriptive) will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey. • Any measures required to ameliorate soils to ensure the original land quality is achieved upon reinstatement. Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, with landowner agreement. Soil management measures will include but not be limited to the following: • Details of the soil resources present; • How the topsoil and subsoil will be stripped and stockpiled; • Suitable conditions for when soil handling will be undertaken, for example avoiding handling of waterlogged soil; • Indicative soil storage locations; • How soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil; • Specific measures for managing sensitive soils; • Suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works; • Approach to reinstating soil, including measures to remove compaction, where required; and • Details of measures required for soil restoration.	Site inspections by a suitably experienced soil scientist to ensure compliance with Soil Resources Management Plan and identify any emerging issues. The Outline Landscape and Ecological Management Plan (LEMP) includes monitoring requirements which are applicable to the decommissioning phase to ensure that disturbed land and soil resources continue to fulfil all their ecological functions

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Further measures to mitigate effects on agricultural land during decommissioning, including soil storage methodology, will be set out in a Soil Resources Management Plan (SRMP) as a component of the detailed DEMP(s).	

3.13 Human Health

Table 12: Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Peak impacts on Human Health	Works during the decommissioning phase are phased and staggered, across the Solar PV Sites and Cable Route Corridor to reduce impacts on environmental receptors, to reduce the peak number of decommissioning workers requiring access to local amenities, and to reduce the peak intensity of onsite works.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption to users of Public Rights of Way	The Scheme design is embedded with offsets and planting buffers from roads, PRoWs, recreation facilities, and neighbouring buildings and land uses to minimise the visual impact of the Scheme on the desirability of these receptors for leisure and play, and local perceptions of community identity.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption to the local community	A Community Liaison Manager will be appointed, to whom any comments, concerns or complaints about the development of the Scheme can be raised, either directly by members of the public, or via elected representatives on parish or town councils, councillors, and Members of Parliament. This role will be used to continue open channels of communication between the community and the operators of the Scheme throughout the operation and maintenance phase of the DCO. In doing so, this will mitigate impacts on community identity and influence by allowing the community to continue to be involved in the development of their local environment as the Scheme is decommissioned.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Increased demand to GPs and primary and emergency healthcare	Decommissioning workers will be given additional support by the Applicant or Scheme operator to find and register with GPs across the Wider Baseline Study Area in reasonable proximity to their temporary or full-time accommodation and where such GP surgeries have reasonable capacity to take on additional patients.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Disruption to the provision of care services and to users of social and residential healthcare facilities	The Applicant or Scheme operator will be required to keep in direct contact with the operators of care homes and service providers ahead of and during decommissioning, to ensure that operators at these receptors are suitably resilient to reduce the likelihood of decommissioning impacts affecting the functional operation and quality of environment for residents and users.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.

3.14 Ground Conditions

Table 13: Ground Conditions

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Displacement and exposure of soils Interaction with mine workings and unstable ground	Management of roadways and access to the decommissioning sites to minimise issues like dust, sedimentation of waterways, degradation of soil quality, loss of topsoil and surface run off. Management of excavated and imported soils and aggregates would be used in all aspects of decommissioning to avoid fugitive emissions of dust and run off to water courses. Management of any wastes generated by the decommissioning process to make sure of no adverse impacts on receptors. A discovery and inspection strategy would be put in place which details the requirements and procedures for encountering land contamination, should contaminated land be encountered. Any confined space entry, i.e. entry to open trenches or excavations, would be preceded by checks using appropriate instrumentation to detect the presence of methane, carbon dioxide or hydrogen sulphide, or low oxygen conditions. Decommissioning compounds and laydown areas would be appropriately located, designed and managed to make sure that there is minimal risk of fugitive emissions from stored aggregates, materials and liquids such as stored fuel. Excavations would be supported or graded to a stable angle which may vary depending on ground conditions. Groundwater and the requirement for dewatering will be considered Good practice guidance including Management of spillage risk would be included in the Emergency Response Plan. Displaced and exposed soils will be carefully managed through the SRMP, which would consider how soils be appropriately excavated, stockpiled and if necessary, disposed of to avoid the mobilisation of any	The Environmental Manager will regularly record compliance in a log book. The detailed DEMP(s) will detail the frequency. A ground and surface water monitoring plan

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	historic contaminants contained within. A SWMP would be developed for the management of waste generated by the decommissioning works.	
The discovery of ground contamination during groundworks	Discovery and inspection strategy will be employed to ensure that where unexpected contamination is identified, it can be quickly dealt with without risk to receptors	The Environmental Manager would regularly record compliance in a log book. The detailed DEMP(s) would detail the frequency.

3.15 Minerals

Table 14: Minerals

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to mineral resource	Decommissioning and removal of all surface plant and structures to restore the baseline condition for the identified mineral resources. (Infrastructure is only left in the ground such as cable ducts after decommissioning where these do not present any significant constraint to future mineral extraction). Above ground infrastructure would be decommissioned and removed at the end of the life of the Scheme, returning the baseline condition for identified mineral resources Excavated material reuse would be determined via a Materials Management Plan (MMP) in accordance with the CL:AIRE DoW CoP, exemption or environmental permit.	No monitoring required.

3.16 Materials and Waste

Table 15: Materials and Waste

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Potential to impact on sensitive receptors (humans, wildlife, and controlled waters) if not stored and managed appropriately. Impacts on waste recycling and handling facility capacity.	The contractor will consider the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the waste hierarchy. This would include, where reasonably practical, segregation of decommissioning materials on-site for appropriate re-use, recycling and recovery with landfill as a last resort. All waste management will be undertaken in accordance with the relevant and waste would be transported by licensed waste hauliers to waste management sites which hold the necessary regulatory authorisation and/or permits for those wastes consigned to them. This would be achieved by a combination of measures, including: • A detailed SWMP will be prepared before commencement of decommissioning and will be implemented by the contractor, once appointed. • All waste transported off site will be delivered to the appropriately licenced receivers of such materials; and As part of the SWMP, the contractor would segregate decommissioning waste to be re-use and recycled where reasonably practicable.	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded through the SWMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.
Impacts of waste to the surrounding environment.	To minimise impacts of waste on the surrounding environment, the following measures would be implemented: • Damping down of surfaces during spells of dry weather and brushing/water spraying of heavily used hard surfaces/access points across the site as required; • Burning of waste or unwanted materials will not be permitted on-site;	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded through the SWMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	• All hazardous materials including fuels, chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas; • All decommissioning workers will be required to use appropriate personal protective equipment whilst performing activities on-site; • Any waste effluent will be tested and, where necessary, disposed of at a correctly licensed facility by a licensed specialist contractor/s; and • Materials requiring removal from the site will be transported using licensed carriers and records will be kept detailing the types and quantities of waste moved, and the destinations of this waste, in accordance with the relevant regulations.	A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

3.17 Telecommunications, Television Reception and Utilities

Table 16: Telecommunications, Television Reception and Utilities

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to Telecommunications, Television Reception and Utilities receptors	Consultation and agreement of demobilisation methods prior to the works commencing. Safe working beneath any overhead lines in line with National Grid's technical guidance note 287 (Ref 9). This includes, for example, ensuring adequate clearances are in place when plant and equipment are being moved beneath overhead lines, and limiting any planting beneath overhead lines to low growing species. In advance of decommissioning, the Applicant will liaise will all utility providers with assets in the area in regard to decommissioning timelines, decommissioning activities, proximity to assets and decommissioning management measures that will be in place to ensure no impact to utilities. Measures in relation to safe working near buried utilities would be in place during decommissioning (Ref 10, Ref 11).	No monitoring required.

3.18 Glint and Glare

Table 17: Glint and Glare

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
As a result of the nature of the Scheme, no mitigation measures have been identified during the decommissioning phase of the Scheme for Glint and Glare.		

3.19 Electromagnetic Fields

Table 18: Electromagnetic Fields

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Electromagnetic fields	The decommissioning of the Scheme would be appropriately controlled in order to manage and minimise potential environmental effects, as required by legislative requirements and/or standard sectoral practices.	No monitoring required.

3.20 Major Accidents and Disasters

Table 19: Major Accidents and Disasters

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Major Accident and Disasters	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of fire, police, emergency services and hospitals would be publicised and included in the site induction. The relevant risk assessments for safety during decommissioning will be required and produced by the contractor prior to decommissioning, which will be implemented to minimise the risk of accidents and disasters on site. An **Outline BSMP [EN010168/APP/7.21]** explores the risks associated with fires from the Battery Energy Storage Facility (BESS) and sets out measures to minimise the impact of an incident during decommissioning of the facility. An Emergency Response Plan would be followed in the event of fire. Further risks of major accidents and disasters are covered in the other tables in this document relating to Hydrology, Flood Risk and Drainage; Transport and Access; Ground Conditions, Human Health and Other Environmental Matters (Utilities and Glint and Glare).	No monitoring required.

4 Complementary Plans and Procedures

4.1.1 A suite of complementary environmental plans and procedures for the decommissioning phase will be developed alongside the detailed Decommissioning Strategy. These plans and procedures will build on the principles and procedures set out in this Outline Decommissioning Strategy and are described in the ES. These supporting and supplementary plans and procedures will be clearly outlined and cross referenced in the detailed Decommissioning Strategy.

5 Implementation and Operation

5.1.1 The detailed Decommissioning Strategy will set out all roles, responsibilities and actions required in respect of implementation of the measures described in this Outline Decommissioning Strategy, including:

- An organogram showing team roles, names and responsibilities;
- Training requirements for relevant personnel on environmental topics;
- Information on-site briefings and toolbox talks that will be used to equip relevant staff with the necessary level of knowledge to follow environmental control procedures;
- Measures to advise employees of changing circumstances as work progresses;
- Communication methods;
- Document control;
- Monitoring, inspections and audits of site operations; and
- Environmental emergency procedures.

6 Checking and Corrective Action

6.1 Monitoring and Reporting

6.1.1 To meet the requirement of the detailed Decommissioning Strategy, environmental monitoring of the Scheme and its impacts will be undertaken throughout the decommissioning phase. Monitoring requirements will be detailed in the detailed Decommissioning Strategy.

6.1.2 As part of the monitoring process, the Contractor will allocate a designated Environment Manager supported by an Ecological Clerk of Works (ECoW) where required, who will be present on site throughout the decommissioning phase and when are activities are commencing. The Safety, Health and Environment Manager will observe site activities and report any deviations from the detailed Decommissioning Strategy, along with the action taken and general conditions at the time. The Environment Manager will also act as day-to-day contact with the relevant LPA and other regulatory agencies, such as the Environment Agency.

6.1.3 The Environment Manager will arrange regular formal inspections to ensure the requirements of the detailed Decommissioning Strategy. After completion of the works, the Safety, Health and Environment Manager will conduct a final review.

6.2 Records

6.2.1 The Environment Manager or Project Manager will retain records of environmental monitoring and implementation of the detailed Decommissioning Strategy. This will allow provision of evidence that the detailed Decommissioning Strategy is being implemented effectively. These records will include:

- Environmental Action Schedule;
- Licences and Approvals;
- Results of inspections by Safety, Health and Environment Manager/ECoW/Project Manager;
- Other environmental surveys and investigations; and
- Environmental equipment test records.

6.2.2 The detailed Decommissioning Strategy will be updated as necessary with a full review as required (at least quarterly) throughout the decommissioning period.

6.2.3 A brief report will be produced and submitted to the relevant LPA on a quarterly basis and following completion of decommissioning. This will

summarise the monitoring process, observed deviations from the detailed Decommissioning Strategy and the corrective actions taken.

6.3 Management Review

6.3.1 The detailed Decommissioning Strategy will be signed off on completion of the decommissioning works by an appropriately qualified person(s).

7 References

Ref 1 His Majesty's Stationary Office (HMSO) (2008) Planning Act 2008. Available at: https://www.legislation.gov.uk/ukpga/2008/29/contents. (Accessed July 2025).

Ref 2 HMSO (2017) The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: https://www.legislation.gov.uk/uksi/2017/572/pdfs/uksi_20170572_en.pdf. (Accessed July 2025).

Ref 3 Institute of Lighting Professionals and the Bat Conservation Trust (2018) Guidance Note 8 Bats and artificial lighting. Available at: [redacted] (Accessed July 2025).

Ref 4 Institute of Lighting Professionals and the Bat Conservation Trust (2021) Guidance Note 1 for the reduction of obtrusive light 2021. Available at: [redacted] (Accessed July 2025).

Ref 5 HMSO (2011) Waste (England and Wales) Regulations 2011. Available at: https://www.legislation.gov.uk/uksi/2011/988/contents. (Accessed July 2025).

Ref 6 HMSO (2005) Hazardous Waste Regulations 2005. Available at: https://www.legislation.gov.uk/uksi/2005/894/contents. (Accessed July 2025).

Ref 7 Contaminated Land: Applications in Real Environments (CL:AIRE) (2011) Definition of Waste: Development Industry Code of Practice. Available at: [redacted]. (Accessed July 2025).

Ref 8 Considerate Constructors Scheme (CCS) (2024) Considerate Constructors Scheme. Available at: [redacted] (Accessed July 2025).

Ref 9 National Grid (2016). Technical Guidance Note 287: Third-party guidance for working near National Grid Electricity Transmission equipment. Available at: [redacted] (Accessed July 2025).

Ref 10 National Grid (2007). Specifications for Safe Working in the Vicinity of National Grid High Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties. Available at: [redacted] (Accessed July 2025).

Ref 11 Northern Gas Networks (2017). Working safely near high pressure gas pipelines and associated installations: Third party requirements. Available at: [redacted] Accessed July 2025).

Ref 12 The Control of Pollution Act 1974. Available at: https://www.legislation.gov.uk/ukpga/1974/40 (Accessed July 2025).

Ref 13 BSI (2014) BS 5228-1:2009+A1:2014. Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise & Part 2: Vibration 2009

Ref 14 HM Government (2011). The Waste (England and Wales) Regulations 2011 (as amended). Available at: https://www.legislation.gov.uk/uksi/2011/988/contents/made (Accessed July 2025).

Ref 15 HM Government (2005). The Hazardous Waste (England and Wales) Regulations 2005 (as amended). Available at: https://www.legislation.gov.uk/uksi/2005/894/contents/made (Accessed July 2025).

Ref 16 Contaminated Land: Applications in Real Environments (CL:AIRE) (2011). Definition of Waste: Development Industry Code of Practice (DoW CoP). Available at: [redacted] (Accessed July 2025).

8 Glossary

Term	Acronym	Definition
Archaeological Mitigation Strategy	AMS	An archaeological mitigation strategy sets out proposals to minimise the impact of a development on archaeological remains present within the site.
Best Practicable Means	BPM	N/A
Battery Energy Storage System	BESS	Battery storage and Associated Development to allow for the storage, importation and exportation of energy to the National Grid.
Battery Energy Storage System Area	BESS Area	The area within which the BESS would be located for the storage, import, and export of energy to the National Grid. The Scheme would include a single BESS Area located within Lime Down D
Battery Safety Management Plan	BSMP	The BSMP outlines the key fire safety provisions for the BESS proposed to be installed at Lime Down Solar Park (Lime Down D BESS) including measures to reduce BESS failure risks and mitigate credible failure incident scenarios. It provides a provides a summary of the safety related information requirements which will be provided in advance of construction of the BESS.
Considerate Constructors Scheme	CCS	N/A
Closed-Circuit Television	CCTV	N/A
Construction Environmental Management Plan	CEMP	The CEMP is to be produced in accordance with the Outline CEMP, as a DCO Requirement, following the appointment of a contractor, prior to the start of construction. The CEMP and the

Term	Acronym	Definition
		requirement to comply with it will ensure that appropriate environmental management practices are followed during construction.
Construction Traffic Management Plan	CTMP	A framework document for the management of construction vehicle movements to and from the Scheme, to ensure that the effects of the temporary construction phase on the local highway network are minimised. The Outline CTMP sets out construction access arrangements, construction vehicle routing, construction vehicle trip generation, and the management/mitigation measures. It also summarises the requirements for vehicles transporting abnormal loads (for elements such as transformers).
Development Consent Order	DCO	A development consent order is the order which grants development consent when a successful application is made to the Secretary of State. The Inspectorate is responsible for administering the examination of the DCO Application and supporting the Examining Authority that will be appointed to make a recommendation to the Secretary of State for DESNZ pursuant to the Planning Act 2008. The Secretary of State for DESNZ has responsibility for subsequently determining whether to grant development consent for the Proposed Development.
Dust Management Plan	DMP	A Dust Management Plans (DMP) identifies potential sources of dust, assesses risks, and implements control measures to mitigate its potential dust impact.
Environmental Clerk of Works	ECoW	Oversee the management of, and provide advice about, environmental and

Term	Acronym	Definition
		ecological risks during construction including for example, management of protected species, surface water management, pollution, air quality and noise.
Ecological Clerk of Works	EcoCoW	Management of the risks to biodiversity on construction sites, advising protecting valued biodiversity features and providing practical solutions.
Environmental Impact Assessment	EIA	A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making
Ecological Protection and Mitigation Strategy	EPMS	The EPMS is to be produced in accordance with the Outline EPMS, as a DCO Requirement, following the appointment of a contractor, prior to the start of construction. The EMPS and the requirement to comply with it will ensure that ecological protection measures are followed during construction.
Environmental Statement	ES	A document produced in accordance with the EIA Regulations to report the results of an EIA. The Environmental Statement contains a description of the likely significant effects of the development on the environment.
Greenhouse Gases	GHG	N/A
Heavy Goods Vehicle	HGV	An HGV is any truck over 3.5 Tonnes gross combination mass (GCM).
Horizontal Direction Drilling	HDD	Horizontal Directional Drilling is a method for installing cables without digging a trench. It involves drilling a pilot hole the progressively enlarging it to the required diameter.

Term	Acronym	Definition
Island Green Power Group Limited	IGP	N/A
Landscape and Ecological Management Plan	LEMP	The LEMP is to be produced in accordance with the Outline LEMP, as a DCO Requirement, following the appointment of a contractor, prior to the start of construction. The LEMP and the requirement to comply with it will ensure that appropriate landscape and ecological management practices are followed during construction.
Light Goods Vehicle	LGV	An LGV is a commercial vehicle with a gross weight of 3,500 kg or less.
Local Planning Authority	LPA	The public authority whose duty it is to carry out specific planning functions for a particular area.
Megawatts	MW	N/A
Nationally Significant Infrastructure Projects	NSIP	NSIPs are large scale developments such as certain new harbours, power generating stations (including solar and wind farms), highways developments, and electricity transmission lines, which require a certain type of consent known as 'development consent' under the Planning Act 2008.
Non-Road Mobile Machinery	NRMM	N/A
Noise Sensitive Receptors	NSR	N/A
Operational Environmental Management Plan	OEMP	The OEMP is to be produced in accordance with the Outline OEMP, as a DCO Requirement, following the appointment of a contractor, prior to the start of construction. The OEMP and the requirement to comply with it will ensure that appropriate environmental

Term	Acronym	Definition
		management practices are followed during operation.
Photovoltaic	PV	N/A
Public Rights of Way	PRoW	A public right of way (PRoW) in the UK is a path or track that is open to the public to use at any time. They are protected by law and can be found in towns, villages, and the countryside.
Soil Resources Management Plan	SRMP	The SRMP is to be produced in accordance with the Outline SRMP, as a DCO Requirement, following the appointment of a contractor, prior to the start of construction. The SRMP and the requirement to comply with it will ensure that appropriate soil management practices are followed during construction.