Meridian Solar Farm

EN010169

Volume 7

Other **Documents**

7.7 **Environmental Mitigation and Commitments** Register (Rev 1) (Clean)

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

September 2026

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1. Introduction

1.1.1. This document outlines the environmental mitigation measures to be adopted during the construction, operational and decommissioning phases of the Meridian Solar Farm (the 'Scheme').

1.1.2. The Environmental Mitigation and Commitments Register is not a secured document. It is a register, intended to allow stakeholders to track commitments from the Environmental Statement chapters through to the relevant sourced documents. It has been prepared in accordance with the Planning Inspectorate's 'Nationally Significant Infrastructure Projects: Commitments Registers' (2024) guidance[1].

1.1.3. For each commitment, reference is made to the corresponding topic chapter of the Environmental Statement, the phase of development (construction, operational and / or decommissioning phase) to which it relates, the relevant mechanisms by which the commitment will be secured and the party responsible for compliance and monitoring.

1.1.4. Each commitment in Table is sourced from the mitigation identified within the Environmental Statement, along with the commitments set out within the **Design Parameters** (Doc Ref. 7.4).

1.1.5. For each commitment, the securing mechanism is identified. The securing mechanism comprises the relevant DCO Requirement and/or Management Plan or Mitigation Strategy. The secured plans and strategies submitted with this DCO Application are:

- **Outline Construction Environmental Management Plan** (OCEMP) (Doc Ref. 7.10);
- **Outline Operational Environmental Management Plan** (OOEMP) (Doc Ref. 7.11);
- **Outline Decommissioning Environmental Management Plan** (ODEMP) (Doc Ref. 7.12);
- **Outline Construction Traffic Management Plan** (OCTMP) (Doc Ref. 7.13);
- **Outline Soil Management Plan** (OSMP) (Doc Ref. 7.14);

[1] Planning Inspectorate (2024) Nationally Significant Infrastructure Projects: Commitments Register. Available at: https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-commitments-register [Accessed 18/01/2026]

- **Outline Public Rights of Way Management Plan** (Outline PRoW-MP) (Doc Ref. 7.15);
- **Outline Landscape and Ecology Management Plan** (OLEMP) (Doc Ref. 7.16);
- **Outline Battery Safety Management Plan** (OBSMP) (Doc Ref. 7.18);
- **Outline Skills, Supply Chain and Employment Plan** (OSSCEP) (Doc Ref. 7.17); and
- **Outline Site Waste Management Plan** (OSWMP) (Doc Ref. 7.19).

1.1.6. Other control mechanisms include the **Works Plans** (Doc Ref. 2.3) and the DCO requirement for approval of detailed design which secures compliance with the **Design Parameters** (Doc Ref. 7.4) and **ES Appendix 11-4: Outline Drainage Strategy** (Doc Ref. 6.3).

2. Environmental Mitigation and Commitments Register

2.1.1. Table 2-1 includes the following key components in accordance with the PINS template[2] for commitments registers. Where the terminology for the table headings differs from the PINS template, this is explained below:

- Commitment Reference Number – A unique reference identifier for the commitment;
- Primary Topic (referred to as 'Relevant aspect / matter' in the PINS template) - The primary subject area related to the commitment[3];
- Secondary Topic (referred to as 'Relevant aspect / matter' in the PINS template) – Secondary topic area(s) related to the commitment;
- Commitment and Associated Document Reference (referred to as 'Commitment' and 'Associated Supporting Documentation' in the PINS template – A description of the commitment and the related document(s);
- Monitoring – Indicates whether monitoring is necessary to ensure compliance;
- Delivery Phase of the Scheme (referred to as 'Project Phase' in the PINS template as it identifies the stage of the project phase to which the commitment relates) – The stage of the Scheme at which the commitment applies (e.g. detailed design, pre-construction, construction, operation, decommissioning);
- Commitment Securing Mechanism – Sets out the relevant part or requirement of the DCO or other mechanism in which the commitment is secured;
- Delivery Responsibility (referred to as 'Delivery' in the PINS template as it identifies who should deliver the commitment) – Identifies the expected

[2] Planning Inspectorate (2024) Commitments Register Template. Available at: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fassets.publishing.service.gov.uk%2Fmedia%2F66ea928fc069f68b7681bcef%2FCommitments_Register_Template.odt&wdOrigin=BROWSELINK [Accessed 14/01/2026].

[3] If the same mitigation measure is referenced in multiple chapters, it is only included once in the register under the primary topic, with the secondary topics column listing which other environmental assessments the mitigation is also relevant for.

entity responsible for fulfilling the commitment, e.g. whether it is the Contractor or the Undertaker[4];

2.1.2. The below headings from the PINS template have not been included as their own columns:

- 'Compliance Date and Details' – this column is expected to be completed post-DCO consent, if granted, to indicate when compliance with the commitment has been achieved. This column has been excluded from Table 2-1.

[4] In accordance with the **Draft DCO** (Doc Ref. 3.1), the 'undertaker' means the person who benefits from the development consent, such as the Applicant or any other person who has been transferred the benefit of the Order.

Table 2-1: Summary of Environmental Mitigation and Commitments

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
AS-1	**ES Chapter 5: Agriculture and Soils** (Doc Ref. 6.1)	Ecology and Biodiversity Socio-Economics and Land Use	**Avoidance of Best and Most Versatile (BMV) Land through Scheme Design and Management of Soil Resource** The agriculture and soil mitigation measures which are secured through the **OLEMP** (Doc Ref. 7.16) are as follows: • A minimum of 69ha of Grade 1 / 2 ALC land has been excluded from physical development and will be kept in arable use, applying methods to provide biodiversity benefits, particularly favouring skylarks. • No woodland blocks are proposed to minimise permanent loss of BMV land.	Soil handling will be appropriately monitored to ensure compliance with the **OSMP** (Doc Ref. 7.14) to ensure soils are suitable for reuse within the Scheme.	Construction, Operation	Requirement 7: Landscape and Ecology Management Plan	Undertaker, Contractor.
AS-2			**Good Practice Environmental Management** Good practice environmental management measures will be followed as set out in the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and **ODEMP** (Doc Ref. 7.12), such as measures to minimise the risk of contamination of soils and protection of existing land drainage.		Construction, Operation and Decommissioning	Requirement 12: Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor
AS-3			**Soil Management Measures** The **OSMP** (Doc Ref. 7.14) includes measures to avoid both the loss of soil material from the Order Limits and the loss of soil functional capacity for soil retained within the Order Limits. Decommissioning will aim to restore all agricultural land without any degradation of the current ALC Grade, as informed by the detailed ALC survey.		Construction, Operation and Decommissioning	Requirement 19: Soil Management Plan	Undertaker, Contractor

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
AQ-1	**ES Chapter 6: Air Quality** (Doc Ref. 6.1)	Human Health Ecology and Biodiversity Socio-Economics and Land use	**Good Practice Environmental Management** Good site practice measures to control dust as outlined within Institute of Air Quality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction'[5] will be implemented. A Dust Management Plan will be produced and implemented to control emissions and would be approved by the local authority. The **OCEMP** (Doc Ref. 7.10) and **ODEMP** (Doc Ref. 7.12) set out measures taken from the IAQM's 'highly recommended' and 'desirable' list of measures for a high-risk category site, but represent good practice as widely employed across most large construction sites in the UK. Appropriate standard and best practice control measures will be included in the detailed CEMP(s) and DEMP(s). These will set out measures for communications, site management, monitoring, preparing and maintaining the construction site, operating vehicle/machinery and sustainable travel, operations and waste management. In addition, activity specific measures will be set out for earthworks, construction and trackout. Dust emissions from maintenance and replacement works during operation will be managed through measures set out within the **OOEMP** (Doc Ref. 7.11). In addition, an **OCTMP** (Doc Ref. 7.13) has been prepared to manage and mitigate traffic related impacts during construction.	Daily inspection to monitor dust, with the logs available to the local authority if requested Monitoring of dust deposition and PM_{10}, locations to be agreed with the local authority.	Pre-Commencement, Construction, Operation and Decommissioning	Requirement 12: Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 15: Construction Traffic Management Plan Requirement 20: Decommissioning and Restoration	Undertaker, Contractor.
CC-1	**ES Chapter 7: Climate Change** (Doc Ref. 6.1)	Traffic and Access Air Quality	**Reduction of Greenhouse Gas (GHG) Emissions from the Scheme** Implement measures to reduce GHG emissions as set out in the **OCEMP** (Doc Ref. 7.10) and **ODEMP** (Doc	• Auditing during construction. To	Construction and Decommissioning	Requirement 12: Construction Environmental Management Plan	Undertaker, Contractor.

[5] Institute of Air Quality Management (2024) Guidance on the Assessment of Dust from Demolition and Construction. Available at: https://iaqm.co.uk/wp-content/uploads/2013/02/Construction-Dust-Guidance-Jan-2024.pdf. [Accessed 28/01/2026]

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
		Materials and Waste	Ref. 7.12), including (but not limited to) the use of alternative materials with lower embodied GHG emissions, low carbon design specifications, minimising traffic movements and designing, constructing and implementing the Scheme in such a way as to minimise the creation of waste.	be confirmed in detailed CEMP(s).		Requirement 20: Decommissioning and Restoration	
CC-2		Hydrology and Flood Risk	**Climate Change Resilience and In-Combination Climate Change Impact Good Practice Environmental Management** Good practice mitigation measures for climate risks would be implemented as set out in the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and **ODEMP** (Doc Ref. 7.12), including measures for the management and protection against flood risk and extreme weather events on site.		Construction, Operation and Decommissioning	Requirement 12: Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor.
CC-3			**Climate Change Resilience and In-Combination Climate Change Impact Mitigation Embedded Measures** Good practice mitigation measures for climate risk would be embedded in the design of the Scheme, as set out in the **Design Parameters** (Doc Ref. 7.4): • Solar panels will be a minimum of 1.3m above ground level in areas of increased flood risk. Flood protection measures in the form of bunding, plinths or a flood defence wall have been specified for the On-Site Substation Compounds, Solar Stations and the Cable Sealing End Compounds (CSECs) within areas at risk of flooding. • Waterproof insulation to be used on all underground cabling.		Detailed Design	Requirement 5: Detailed Design Approval	Undertaker./ Contractor
CH-1	**ES Chapter 8: Cultural Heritage** (Doc Ref. 6.1)	N/A	**Preservation of Heritage Assets by Scheme Design** The layout of the Solar PV modules within the Solar Development Area has been designed to avoid	The AMMS will comprise an appropriate programme of archaeological fieldwork,	Detailed Design, Construction	Requirement 3: Approved Details and	Undertaker, Contractor

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			infrastructure relating to the Scheme within the two Scheduled Monuments located within the Site and a 20m buffer around them. The Scheme layout of solar PV modules has also been designed to avoid impacts on dense groupings of buried archaeological remains that have been identified within the Solar Development Area, such as those within eastern sections of Land Parcel C. These areas are marked as Work Number 7, Habitat Management Areas on the **Works Plans** (Doc Ref. 2.3). In accordance with the **Design Parameters** (Doc Ref. 7.4), cabling between PV modules will be suspended from the module mounting frames, with underground connections only at the ends of each row.	followed by assessment and reporting of the results and where appropriate publication. Archaeological Clerk of Works (ACoW) will undertake site checks, as required.		Amendments to Them Requirement 5: Detailed Design Approval	
CH-2			**Preservation of Heritage Assets by Management Plan Implementation** The **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and **ODEMP** (Doc Ref. 7.12) summarise good practice measures to be adopted to avoid or minimise impacts on buried archaeological deposits and surface earthworks, and measures to minimise off-site light spill.		Construction, Operation and Decommissioning	Requirement 12: Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor
CH-3			**Protection of Military Remains Act (POMRA86) Licence** In the area of potential debris relating to the crash of two Lancaster bombers in field A-1-11, construction works will be undertaken following the implementation of appropriate risk assessments and the granting of an application for a Protection of Military Remains Act 1986 licence.		Construction	Protection of Military Remains Act (POMRA86) licence	Undertaker, Contractor
CH-4			**Archaeological Mitigation and Management Strategy** The scope and type of mitigation to be applied to the Scheme has been set out in the **Outline Archaeological**		Pre-Construction, Construction	Requirement 11: Archaeology	Undertaker, Contractor

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			Mitigation and Management Strategy (OAMMS) (Doc Ref. 8.7), which has been consulted on with the Archaeological Advisor to Lincolnshire County Council (LCC) and Historic England. In accordance with the **OAMMS** (Doc Ref. 8.7), an additional phase of archaeological evaluation will be undertaken at the pre-construction phase. This includes: • Geophysical survey within the Grid Connection Route; • Archaeological evaluation trenching within the Grid Connection Route; • Archaeological evaluation trenching on the Underground Inter-Array Connection between Land Parcels A and B; • Archaeological evaluation trenching of the Solar Development Area fields delayed due to the risk of unexploded ordnance; and • Archaeological evaluation trenching within the 150m buffer that has been maintained around the crash site of a Lancaster Bomber in field A-1-11. Any further evaluation in this area will be undertaken under a POMRA86 license. Once the pre-construction phase of archaeological evaluation has been undertaken and the results from this and the detailed design of the Scheme are available, a detailed Archaeological Mitigation and Management Strategy (AMMS), building on the OAMMS, will be produced. The detailed AMMS would be developed in consultation with and reviewed by LCC and Historic England. A programme of archaeological mitigation measures will be implemented in accordance with the AMMS. The AMMS will set out a Public Archaeology and Engagement Strategy. The AMMS will also set out that Lincolnshire County Council are to be consulted regarding the content			Protection of Military Remains Act (POMRA86) license	

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			creation of historic environment information boards erected adjacent to the new permissive path.				
EC-1	**ES Chapter 9: Ecology and Biodiversity** (Doc Ref. 6.1)	Air Quality Hydrology and Flood Risk	**Good Practice Environmental Management Measures** Good practice environmental management measures for minimising impacts on ecological receptors have been included within the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and **ODEMP** (Doc Ref. 7.12). For instance, the management plans include measures in relation dust control, pollution prevention, soils/ vegetation management, biosecurity measures, habitat avoidance (i.e. buffers from key habitat features), vegetation clearance practices, security fencing, methods for watercourse crossings, minimising light spill, and measures to minimise impacts on statutory and non-statutory designated sites and protected species. Pre-construction and pre-decommissioning ecological surveys will be undertaken to inform detailed design. Micro-siting of infrastructure would be undertaken to avoid, where practicable, woodland blocks, hedgerows, tree lines, reedbeds and Habitats of Principal Importance (HPI) once protected species surveys have been undertaken. Pre-construction and pre-decommissioning ecological surveys will also confirm requirements for protected species licensing. A Natural England CL31 displacement license for water voles is likely required prior to the start of construction. The **OOEMP** (Doc Ref. 7.11) also includes measures in relation to the maintenance and post-installation monitoring of bird diverters (see EC-3 below).	Ecological Clerk of Works (ECoW) will undertake site checks, as required. Pre-construction and pre-decommissioning ecological surveys. Operational Maintenance: inspect bird diverters during routine overhead line (OHL) inspections; replace damaged/ missing units.	Pre-Construction, Construction, Operation, Decommissioning.	Requirement 12: Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration Natural England CL31 Displacement Licence	Undertaker, Contractor.
EC-2		Landscape and Visual	**Provision of Ecological Habitats** The **OLEMP** (Doc Ref. 7.16) sets out the ecological strategy for the Scheme, including proposals for the provision of new planting, habitat boxes, habitat piles	Monitoring and adaptive management set out within the **OLEMP** (Doc Ref. 7.16).	Detailed Design, Construction, Operation	Requirement 3: Approved Details and Amendments to Them	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			and hibernacula. The following design principles will be adopted: • Retention of, and minimising loss of ditches, hedgerows, trees and field edge habitats, where feasible; • Replacement of hedgerow/tree loss through planting of hedgerows or providing similar landscape features (i.e. lines of trees and shrubs) offering the same or better ecological function and value; • A 15m wide habitat enhancement buffer up and downstream at each proposed watercourse crossing would be created, subject to agreement with the Internal Drainage Boards, and • Provision of a mitigation areas for ground-nesting birds, such as skylark. A Farmland Bird Mitigation Strategy will be developed to evidence on-site sufficiency of mitigation for ground-nesting birds. **Works Plans** (Doc Ref. 2.3) secure the location and extent of dedicated Habitat Management Areas within the Solar Development Area, with further information on the purposes of each of these areas provided within the **OLEMP** (Doc Ref. 7.16).			Requirement 7: Landscape and Ecology Management Plan	
EC-3		N/A	**Grid Connection Route - Overhead Line Bird Diverters** As set out within the **Design Parameters** (Doc Ref. 7.4), targeted bird flight diverters will be fitted on spans of the 400kV overhead line identified by Vantage Point surveys/collision risk analysis as elevated risk (refer to Figure 5 of **ES Appendix 9-14: Habitat Regulations Assessment** (Doc Ref. 6.3)). The **OOEMP** (Doc Ref. 7.11) also includes measures in relation to the maintenance and post-installation monitoring of bird diverters.	Operational Maintenance: inspect diverters during routine OHL inspections; replace damaged/ missing units.	Construction, Operation	Requirement 5: Detailed Design Approval Requirement 13: Operational Environmental Management Plan	Undertaker, Contractor.
EC-4		N/A	**Biodiversity Net Gain** The Scheme is committed to providing a minimum of 10% biodiversity net gain for area-based habitat and	Monitoring and adaptive management set out within the **OLEMP** (Doc Ref. 7.16).	Pre-Construction, Operation	Requirement 8: Biodiversity Net Gain	Undertaker

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			watercourse units, and a minimum of 400% biodiversity net gain for hedgerow units. This will be provided through the provision of ecological habitats described within the **OLEMP** (Doc Ref. 7.16). A biodiversity net gain strategy will be submitted to and approved by the local planning authority, in consultation with Natural England, prior to the commencement of works.				
HH-1	**ES Chapter 10: Human Health** (Doc Ref. 6.1)	Landscape and Visual	**Permissive Path** A permissive path will be provided connecting PRoWs between Queens Bank and Shepeau Stow, following the boundary of the Settlement W of Cate's Cove Corner Scheduled Monument. The permissive path will be located within a corridor that measures approximately 20m in width. The permissive path will be suitable for pedestrians, cyclists and horse riders and provide information boards on the historic and natural environment. The indicative alignment, management and maintenance requirements are described within the **OLEMP** (Doc Ref. 7.16).	N/A	Operation	Requirement 7: Landscape and Ecology Management Plan Requirement 16: Permissive Path	Undertaker.
HF-1	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Ecology and Biodiversity	**Good Practice Environmental Management Measures During Construction** The **OCEMP** (Doc Ref. 7.10) details measures that will be undertaken during construction to mitigate construction impacts on the water environment. These measures relate to the below: • Management of surface water runoff and production of a Water Management Plan (WMP), including avoiding undertaking works within 10m of all watercourses, where reasonably practicable, measures for the management of construction runoff and the protection of existing field drainage; • Management of spillage risk, including measures for compliance with good practice guidance for pollution prevention;	The WMP will include details of pre, during and post-construction water quality monitoring. Water quality monitoring of potentially impacted watercourses will be undertaken. A Pre-works Hydromorphological and Riparian Corridor Survey will be undertaken to record channel features/ habitats for watercourse crossing locations, against which reinstatement will be subsequently undertaken.	Pre-Construction, Construction	Requirement 12: Construction Environmental Management Plan	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			• Good practice measures for the construction of watercourse crossings with intrusive techniques (for cabling), including reinstatement of trenched channels up to 15m upstream and downstream of the open trench, subject to consultation with Internal Drainage Boards, in accordance with a Water Framework Directive (WFD) Mitigation and Enhancement Strategy; • Good practice measures for the construction of watercourse crossings with non-intrusive techniques (for cabling), including maintaining at least 3m headroom below the bed of the watercourse (or 5m headroom below the bed of the watercourse in the case of the South Holland Main Drain) and maximum of 7m, producing a Site-Specific Fracture Risk Assessment and a Bentonite Management Plan. Cable crossing of the South Holland Main Drain in Parcel D will be undertaken via trenchless methods; • Good practice measures for the construction of watercourse crossings for access tracks, including reusing existing crossings, where reasonably practicable, and design principles for bridges and culverts for any temporary access track crossings (same as HF-5). Access track crossings across the South Holland Main Drain will require bridge crossings; • Pipe culverts for access road crossings will typically only be appropriate on small, seasonally dry channels. On permanently wet watercourses, bridge crossings will be used where practicable and safe to do so, except where the crossing forms part of a public highway access point (bellmouth access) or where an alternative crossing solution is justified through the detailed design process. In such cases, it must be demonstrated that there would be no significant adverse effects on fish. The Environment Agency would be consulted as part of the detailed design				

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			process, and suitable mitigation measures incorporated into the crossing design. • Management of flood risk, including measures for minimizing risks from flood events, emergency readiness, and the specification of a minimum of 300mm freeboard for welfare cabins of construction compounds, where located within Flood Zones 2 or 3; • A temporary drainage system will be established for the construction works to prevent contaminated runoff from the Site; the temporary drainage system will be subject to a programme of maintenance and inspection; and • Scheme construction foul drainage will be managed through self-contained cesspits (or similar sealed tank), regularly emptied by a waste management contractor.				
HF-2	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Ecology and Biodiversity	**Good Practice Environmental Management Measures During Operation** The **OOEMP** (Doc Ref. 7.11) details measures that will be undertaken during operation to mitigate operational impacts on the water environment. These measures relate to the below: • Management of the risk of pollution from site runoff and any spillages from maintenance activities (including the requirement for all oil-filled electrical equipment to be self-bunded with 110% storage capacity); • Regular inspection and a programme of maintenance of Applicant owned drainage systems, culverts and fencing for debris; and • Minimising impacts from water use (e.g. for operational cleaning of panels).	Regular monitoring of Applicant owned drainage systems, culverts and fencing in accordance with the detailed OEMP(s).	Operation	Requirement 13: Operational Environmental Management Plan	Undertaker.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
HF-3	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Ecology and Biodiversity	**Good Practice Environmental Management Measures During Decommissioning** The **ODEMP** (Doc Ref. 7.12) details measures that will be undertaken during decommissioning to mitigate decommissioning impacts on the water environment. These measures relate to the below: • Management of surface water runoff and production of a Water Management Plan (WMP), including avoiding undertaking works within at least 10m of all watercourses, where reasonably practicable, and measures for the management of runoff; • Management of spillage risk, including measures for compliance with good practice guidance for pollution prevention; • Management of flood risk, including measures for minimizing risks from flood events, emergency readiness, and compliance with flood risk activity regulations, if required. • Scheme decommissioning foul drainage will be managed through be provided by self-contained cesspits (or similar sealed tank), regularly emptied by a waste management contractor.	Monitoring requirements will be included in the detailed DEMP(s).	Decommissioning	Requirement 21: Decommissioning and Restoration.	Undertaker, Contractor.
HF-4	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Climate Change Major Accidents and Disasters	**Flood Risk Protection Measures Embedded within Scheme Design** As set out within the **Design Parameters** (Doc Ref. 7.4), the following flood risk protection measures have been embedded within Scheme design: • Solar panels - The minimum height above ground of the lower edge of the solar PV modules would be raised 0.3m above the 0.1% Annual Exceedance Probability (AEP) flood level with 28% climate change allowance for the River Welland breach and Postland Catchment and 13% climate change allowance for South Holland Main	N/A	Detailed Design, Operation	Requirement 5: Detailed Design Approval	Undertaker.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			Drain Catchment modelling, up to 1.3m above ground; • Solar stations - No solar stations would be located in areas of Flood Zone 3a or Flood Zone 3b, except for the Gotts catchment in Parcel D-1. In areas affected by the 0.1% AEP flood level with 28% climate change allowance for the River Welland breach and Postland Catchment and 13% climate change allowance for South Holland Main Drain Catchment modelling, the following design principles apply: o Flood protection would be provided in the form of plinths, a bund or a flood protection wall. o The maximum height of any plinths used to raise solar stations above flood depths would be 0.8 m, except for Parcel D-1, where the maximum height of plinths can be up to 1.35m. o Where solar stations are located within the flood extents and the plinths do not raise the solar stations above the worst-case flood depths and provide 0.3 m freeboard, they are to have a flood defence wall or bund for protection. This is with the exception of Parcel D-1, where the maximum height of plinths can be up to 1.35m and 0.6m freeboard would be provided for any solar stations located within the South Holland Main Drain Catchment Flood Zone 3b extent. • On-Site 400kV Substation and BESS Compound - A bund or a flood protection wall and gate would be provided, to a height of 2.6m Above Ordnance Datum (AOD) (1.7m above ground level); • On-Site 132kV Substation Compounds - A bund or a flood protection wall and gate would be provided, to a height of 2.5mAOD				

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			(2.2m above ground level) for the substation in Parcel A and to a height of 2.4mAOD (1.1m above ground level) for the substation in Parcel C. No substation infrastructure would be located within the 0.1% AEP with 13% climate change allowance for South Holland Main Drain flood modelling extent in Land Parcel D. • Cable Sealing End Compounds (CSECs) - A bund or a flood protection wall and gate would be provided around the CSEC South, to a height of 1.3m above ground level. A bund or a flood protection wall and gate would be provided around any CSEC within the Work No 14 area, to a maximum height of 2.3m above ground level, subject to detailed hydraulic modelling at detailed design stage.				
HF-5	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Climate Change	**Watercourse Crossings for Operational Access Tracks** As set out within the **Design Parameters** (Doc Ref. 7.4), the following measures have been embedded within Scheme design for operational access tracks: • Bridges - Where new watercourse crossings in the form of bridges or upgrades to existing bridges are required, these would follow the below design principles: o Soffit height of the bridge must be a minimum of 0.6m above the 0.1% AEP with climate change allowance flood level; o All abutments must be set back a minimum 1m from the top of bank; o All parapets and railings need to be permeable and open as possible with a minimum 100mm spacing. • Culverts - Where new watercourse crossings in the form of culverts or upgrades to existing culverts are required, the least impacting design that is reasonably practicable is proposed (e.g. arch rather than box culverts,	N/A	Detailed Design, Construction	Requirement 5: Detailed Design Approval	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			and box culverts in preference to pipes etc.). The crossings will be sized at detailed design in order to not impact on flow conveyance and be sized to ensure capacity for the peak flow rate. Also to be considered at detailed design stage is to ensure that the crossing is perpendicular to the flow, and connectivity is maintained for aquatic species and riparian mammals, with a mammal ledge if there is sufficient room. Perched inverts that create a drop from the structure to the downstream bed level will be avoided.				
HF-6	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Ecology and Biodiversity Climate Change Major Accidents and Disasters	**Outline Drainage Strategy – Surface Water** An Outline Drainage Strategy has been prepared and is included within **ES Appendix 11-4: Outline Drainage Strategy** (Doc Ref. 6.3). The drainage design for the Scheme will be in accordance with the Outline Drainage Strategy. Surface water runoff for the Site will be intercepted with the use of swales placed across the Solar Development Area, where the water will collect in the swales and discharge into a local watercourse via a piped outfall or, where possible, via a new open green ditch at the mean annual flood flow from a rural catchment. If a swale is located where there are no nearby watercourses, the water will infiltrate to ground, mimicking the existing drainage conditions. Two attenuation basins will be located north of the On-Site 400kV Substation and BESS Compound to allow surface water runoff from the Compound to discharge into it by gravity, and to store firewater runoff in the event of a fire in the case of the BESS attenuation. The BESS attenuation basin will be lined and controlled with a penstock valve to ensure that in the event of a fire and the capture of fire-fighting runoff, it can be contained. New operational access roads will be permeable. Therefore, the Site's access roads will not lead to an	A drainage survey will be undertaken to confirm the position of existing field drainage.	Detailed Design, Construction and Operation	Requirement 5: Detailed Design Approval Requirement 10: Surface and Foul Water Drainage	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			increase in impermeable area. The drainage regime of the access roads is therefore assumed to remain consistent with its pre-developed state. The CSEC compounds are proposed to drain via gravel filter trenches to a detention basin prior to a restricted discharge to the nearest watercourse. The basins have been sized to retain adequate surface water runoff for the 1 in 100-year (1% AEP) plus climate change event to ensure no flooding occurs downstream and for sufficient time to allow the settlement of sediments and pollutants. Further detail is provided within Annex E to **ES Appendix 11-4: Outline Drainage Strategy** (Doc Ref. 6.3).				
HF-7	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	N/A	**Outline Drainage Strategy – Foul Drainage** As set out within **ES Appendix 11-4: Outline Drainage Strategy** (Doc Ref. 6.3), once the Solar Development Area is operational, foul water drainage will only be required for the staffed control buildings within the On-Site Substation Compounds. Foul water flows will be captured by a sealed cesspit, from where waste can be regularly pumped out by a specialist contractor for off-site disposal at a licenced waste facility (i.e. no discharges to ground or a watercourse are proposed).	N/A	Detailed Design, Operation.	Requirement 5: Detailed Design Approval Requirement 10: Surface and Foul Water Drainage	Undertaker.
HF-8	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	Ecology and Biodiversity	**Other Consents, Permits and Licences** Where not disapplied through the **Draft DCO** (Doc Ref. 3.1), there may be the need for secondary permissions for temporary and potentially some permanent works affecting watercourses or groundwater (e.g. flood risk activity permits, water activity permits, land drainage consents, temporary abstraction / impoundment licences and trade effluent consents). It is assumed that all temporary works will be carried out under the necessary consents/permits and that the Contractor will comply with any conditions imposed by any relevant permission. Some of these secondary	In accordance with other consents, permits, licenses.	Construction	Compliance with legislative requirements Consents deemed through **Draft DCO** (Doc Ref. 3.1)	Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			consents will be sought through the **Draft DCO** (Doc Ref. 3.1).				
HF-9	**ES Chapter 11: Hydrology and Flood Risk** (Doc Ref. 6.1)	N/A	**Outline Flood Risk Emergency Response Plan** As set out in the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and the **ODEMP** (Doc Ref. 7.12). An Outline Flood Risk ERP will be developed and submitted at Deadline 2. The Outline Flood Risk ERP will detail the procedures for responding to flood incidents and emergencies on-site, and also include details of the evacuation plans for the Site on receipt of a flood warning.	N/A	Construction, Operation and Decommissioning	Requirement 12; Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor
LVIA-1	**ES Chapter 12: Landscape and Visual** (Doc Ref. 6.1)	Ecology and Biodiversity	**Good Practice Environmental Management Measures During Construction & Decommissioning** As set out in the **OCEMP** (Doc Ref. 7.10) and the **ODEMP** (Doc Ref. 7.12), during construction and decommissioning, key measures proposed to mitigate the potential impacts and effects on landscape and visual receptors include the below: • Protect retained trees and vegetation which are not scheduled for removal via exclusion zones and tree protective fencing; • Tree works would be undertaken in accordance with the **ES Appendix 12-8: Arboricultural Impact Assessment** (Doc Ref. 6.3); • Lighting at the minimal levels of lux and luminance as necessary for safe working practices; • Landscape, arborists and ecological clerk of works (ECoW) to ensure that the landscape and ecology requirements of the detailed CEMP(s)/DEMP(s) are adhered to, and that the works are monitored;	Monitoring and supervision will be detailed in the CEMP/ DEMP.	Construction, Decommissioning	Requirement 12: Construction Environmental Management Plan Requirement 21: Decommissioning and Restoration.	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			• Fencing around the work areas within the Solar Development Area would be implemented upon the start of works				
LVIA-2	**ES Chapter 12: Landscape and Visual** (Doc Ref. 6.1)	Ecology and Biodiversity	**Design Principles to Reduce Landscape and Visual Effects** The **OLEMP** (Doc Ref. 7.16) establishes the landscape strategy for the Scheme and sets out design principles to minimise landscape and visual effects, where reasonably practicable. These include (but are not limited to) the below: • Conserving existing vegetation patterns and maintaining buffers from existing vegetation, where reasonably practicable; • Maintaining buffers from residential properties adjacent to the Solar Development Area, including Cloot House, Martin's Farm, dwellings off Hull's Drove / B1166 northwest of Shepeau Stow, residences along Queen's Bank and Langary Gate Road; • Provision of green infrastructure in the form of new grassland, tree and shrub planting, with the provision of advanced planting along sections of Martins Road, Langary Gate Road, and sections of the southern and southeastern boundary of Field C-1-07 prior to the construction of the Scheme.	Monitoring, management and maintenance in accordance with the **OLEMP** (Doc Ref. 7.16).	Detailed Design, Pre-Construction, Operation	Requirement 7: Landscape and Ecology Management Plan	Undertaker.
LVIA-3	**ES Chapter 12: Landscape and Visual** (Doc Ref. 6.1)	Ecology and Biodiversity	**Sensitive Operational Lighting Measures** As set out within the **OOEMP** (Doc Ref. 7.11) and the **OLEMP** (Doc Ref. 7.16), the operational lighting scheme would be designed to minimise off-site light spill.	N/A	Detailed Design, Operation	Requirement 7: Landscape and Ecology Management Plan	Undertaker.
NV-1	**ES Chapter 13: Noise and Vibration** (Doc Ref. 6.1)	Human Health Cultural Heritage Ecology and Biodiversity	**Good Practice Environmental Management Measures During Construction & Decommissioning** Measures to control construction or decommissioning phase noise are defined in Annex B of BS 5228-1 and measures to control construction or decommissioning	A noise monitoring scheme shall be developed in the detailed CEMP/ DEMP. The detailed CEMP/ DEMP would also set out a scheme	Construction and Decommissioning	Requirement 4: Community Liaison Group Requirement 12: Construction	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
		Socio-Economics and Land Use	phase vibration are defined in Section 8 of BS 5228-2. These embedded measures represent Best Practicable Means (BPM) (as defined in Section 72 of the Control of Pollution Act 1974) and are secured within the **OCEMP** (Doc Ref. 7.10) and **ODEMP** (Doc Ref. 7.12). Where high noise generating works are required to be undertaken outside of core daytime working hours, they will comply with the restrictions stated in the **OCEMP** (Doc Ref. 7.10) and **ODEMP** (Doc Ref. 7.12), and consents will be sought from the relevant local authority under Section 61 of the Control of Pollution Act 1974 for the proposed construction works, excluding non-intrusive surveys, as relevant. Due to uncertainty in the overhead line routing of neighbouring cumulative developments (Grimsby to Walpole and Weston Marsh to East Leicestershire overhead lines), the Scheme needs to consider the alternative option of undergrounding the proposed 400kV overhead line between High Road and the proposed Weston Marsh B Substation, which is facilitated through Work Number 14 of the **Draft DCO** (Doc Ref. 3.1). Sensitive receptors located within 100 m of any potential HDD works would be likely to experience significant noise effects even following implementation of reasonable and practicable mitigation. Accordingly, no HDD works will take place within 100 m of a residential receptor north of High Road. The Contractor's CEMP and DEMP will also set out a noise monitoring scheme, a communication strategy and a noise complaint system. Prior to works being undertaken, liaison will be undertaken with occupiers of sensitive receptors that may be adversely affected by construction/ decommissioning noise and vibration. Where required, temporary, mobile acoustic screening around works activities will be provided.	for monthly reporting to advise local residents 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. 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 monitoring requirements including monitoring locations, noise monitoring methods and frequency, and the noise control measures to be employed.		Environmental Management Plan Requirement 21: Decommissioning and Restoration	

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
NV-2	**ES Chapter 13: Noise and Vibration** (Doc Ref. 6.1)	Human Health Socio-economics and Land Use	**Minimising Operational Noise Impacts through Scheme Layout** The location and orientation of solar stations and On-Site Substation and BESS Compounds has been placed away from large concentrations of receptors such that operational noise emissions from electrical equipment are less impactful. Solar stations would be located at least 250 m from residential properties, as set out within the **Design Parameters** (Doc Ref. 7.4)**. Works Plans** (Doc Ref. 2.3) establish the location of On-Site Substation and BESS Compounds.	N/A	Detailed Design, Operation	Requirement 3: Approved Details and Amendments to Them Requirement 5: Detailed Design Approval	Undertaker.
NV-3	**ES Chapter 13: Noise and Vibration** (Doc Ref. 6.1)	Human Health Socio-economics and Land Use	**Controlling Operational Plant Noise at Source** As set out within the **OOEMP** (Doc Ref. 7.11), embedded mitigation measures that will be applied for the operational phase of the Scheme include the below: • The potential for the use of low noise equipment, where reasonably practicable, is one of the criteria evaluated when determining appropriate equipment for use on the Solar Development Areas; • Transformers may be standalone units or pre-assembled with inverters and switchgear to form a single contained unit (i.e. they are enclosed). Transformers designed for low noise output will be considered for the substation transformers in land parcel B. 'Low noise' versions of these transformers can reduce the emitted noise by up to 8 dB per transformer. Utilisation of BESS containers with 'low noise' air-cooled heat exchanger designs will be considered in the BESS compound. 'Low noise' versions of BESS containers can reduce the noise emitted from each unit by up to 8 dB. Although there is a requirement for flexibility in the design, the **Draft DCO** (Doc Ref. 3.1) commits to achieving operational noise levels no greater than	As set out within the **OOEMP** (Doc Ref. 7.11), site staff will carry out noise monitoring of the substation transformers, inverters and BESS as part of the annual maintenance regime. This will include identifying any changes in sound pitches or volume early and carrying out the relevant maintenance.	Detailed Design, Operation	Requirement 13: Operational Environmental Management Plan Requirement 18: Operational Noise	Undertaker.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			those established in section 13.9 of **ES Chapter 13: Noise and Vibration** (Doc Ref. 6.1). Modelling will be undertaken at detailed design phase to confirm that these noise levels are achieved.				
NV-4	**ES Chapter 13: Noise and Vibration** (Doc Ref. 6.1)	Human Health Socio-economics and Land Use	**Managing 400kV Overhead Line Noise** As detailed information about the overhead line design is subject to detailed design, a commitment to undertake a Tier 3 assessment in accordance with guidance provided in TGN(E)322[6] is secured in the **OOEMP** (Doc Ref. 7.11). This assessment will be undertaken with reference to baseline noise measurements presented in **ES Appendix 13-2: Baseline Noise Surveys** (Doc Ref. 6.3). It is conservatively estimated that adoption of noise reducing design measures can reduce overhead line noise by 10 dB. These include but are not limited to: • Use of multiple subconductors, and increase spacing between subconductors, where feasible; • Use of hydrophilic coatings; • Increasing the distance between conductor groups.	N/A	Detailed Design, Operation	Requirement 13: Operational Environmental Management Plan Requirement 18: Operational Noise	Undertaker.
SE-1	**ES Chapter 14: Socio-economics and Land Use** (Doc Ref. 6.1)	Human Health	**Outline Skills, Supply Chain and Employment Plan** The **OSSCEP** (Doc Ref 7.17) sets out measures to maximise benefits for local residents and businesses, including any proposed employment or skills schemes. The **OSSCEP** (Doc Ref 7.17) will be developed into a full detailed SSCEP plan. The detailed SSCEP will identify a range of potential opportunities or work areas, across the broad areas of skills, supply chain, and employment that the Applicant would take forward.	In accordance with the **OSSCEP** (Doc Ref 7.17).	Construction, Operation, Decommissioning	Requirement 20: Skills, Supply Chain and Employment.	Undertaker.

[6] National Grid (2021); Technical Guidance Note TGN(E)322 – Operational Audible Noise Assessment Process for Overhead Lines (New Build, Reconducting, Diversion and Uprating).

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
TA-1	**ES Chapter 15: Traffic and Access** (Doc Ref. 6.1)	Air Quality Noise and Vibration Climate Change Ecology and Biodiversity Human Health Landscape and Visual Major Accidents and Disasters Socio-economics and Land Use	**Outline Construction Traffic Management Plan** The transport mitigation measures are primarily set out within the **OCTMP** (Doc. Ref. 7.13). Measures to manage the impact of construction traffic include: • Providing suitable points of access for construction vehicles (also established through **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6)) and suitably qualified banksmen, where required • Providing internal construction access routes within the Site; • Restricting HGV movements and abnormal loads to certain routes (see **ES Figure 15-3** and **ES Figure 15-4** (Doc. Ref. 6.2)); • Providing a shuttle bus service to transport construction workers between local settlements and the Scheme; • Implementing a Delivery Management System to control the bookings of HGV deliveries, and implementing a monitoring system to record the route of all HGVs travelling to and from the Scheme; • Developing a communications strategy to review and address any issues associated with travel to/ from the Scheme, as well as to relay information including any restrictions and requirements which should be followed; • Encouraging local construction staff to car share to reduce single occupancy car trips. A Car Share Scheme will be implemented; • Providing sufficient (but limited) on-site car parking within the construction compounds; • Implementing local highway improvements to accommodate construction vehicles and abnormal loads travelling to the Scheme; • Providing sufficient cycle parking spaces within the Site to encourage construction staff to travel by bicycle where viable;	As set out within the **OCTMP** (Doc Ref. 7.13), implementing a monitoring system to record the route of all HGVs travelling to and from the Scheme, to record any non-compliance with the agreed routing plan/ delivery hours and to communicate any issues to the relevant suppliers to ensure the correct routes and times are followed.	Detailed Design, Construction	Requirement 3: Approved Details and Amendments to Them Requirement 15: Construction Traffic Management Plan	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			• A specialised haulage service will be employed to allow abnormal loads to transfer components with the necessary escort, permits and traffic management; • The opportunity to combine mitigation (including some of the above measures) for the Grimsby to Walpole Project, Weston Marsh to East Leicestershire Project and Outer Dowsing Project will be explored in order to reduce cumulative impacts during the construction phase. This could include sharing the shuttle service to transport construction workers to/ from multiple sites or sharing construction compounds to consolidate trips.				
TA-2	**ES Chapter 15: Traffic and Access** (Doc Ref. 6.1)	Air Quality Noise and Vibration Climate Change Ecology and Biodiversity Human Health Landscape and Visual Socio-economics and Land Use	**Traffic Management during Decommissioning** Measures for the management of decommissioning traffic are similar to those set out under TA-1 for construction, and have been set out within the **ODEMP** (Doc Ref. 7.12) for the decommissioning phase.	To be confirmed as part of a detailed DEMP.	Decommissioning	Requirement 21: Decommissioning and Restoration	Undertaker, Contractor.
TA-3	**ES Chapter 15: Traffic and Access** (Doc Ref. 6.1)	Socio-economics and Land Use Human Health	**Management of Public Rights of Way** The **Outline PRoW-MP** (Doc Ref. 7.15) sets out measures for minimising impacts on PRoW during construction, operation and decommissioning. These include but are not limited to: • Maintaining access to/ along PRoWs and Common Land or otherwise providing temporary diversion routes, where necessary to seek to avoid any closures or potential conflicts with the Scheme, where reasonably practicable. The diversion routes will be	N/A	Detailed Design, Construction, Operation, Decommissioning	Requirement 17: Public Rights of Way	Undertaker, Contractor.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			agreed with the local authorities prior to construction. It should be noted that in two cases (Crow/12/1 and Wstn/3/1), a temporary PRoW closure is unavoidable, and in these instances the duration of the closure will be minimised; • Providing sufficient protection/separation between existing PRoW/ Common Land and construction routes, where necessary; • Managing areas where the proposed construction route crosses any existing PRoW (where these are unable to be diverted) or local access roads, by maximising visibility between construction vehicles and other users (pedestrians and road users), implementing traffic management with a default priority that construction traffic will give-way to other users. This includes several PRoW/ Common Land crossing points as detailed within the **Outline PRoW-MP** (Doc. Ref. 7.15); • During the operational phase, maintaining access to all existing PRoWs within the Order Limits, and access to the Common Land adjacent to Martin's Road; • Controlling areas where the internal maintenance route crosses any existing PRoW or local access roads, permitting only operational traffic to utilise these internal routes within the Scheme.				
TA-4	**ES Chapter 15: Traffic and Access** (Doc Ref. 6.1)	Socio-Economics and Land Use Human Health	**Operational Traffic and Access Management Measures** Mitigation measures for the operational phase of the Scheme are set out in the **OOEMP** (Doc. Ref. 7.11) and include but are not limited to: • Providing suitable points of access for operational vehicles at all accesses marked as operational accesses as set out in **Streets,**	N/A	Detailed Design, Operation	Requirement 3: Approved Details and Amendments to Them Requirement 13: Operational Environmental Management Plan	Undertaker.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			Rights of Way and Access Plans (Doc Ref. 2.6); • Converting the internal construction routes within the Solar Development Area into maintenance routes; • Utilising existing field access locations to facilitate access for periodic inspection and maintenance along the Grid Connection Route.				
EMF-1	**ES Chapter 16: Other Environmental Topics, Section 16.3 Electric and Magnetic Fields** (Doc Ref. 6.1)	Human Health	**Minimum Clearance of Overhead Lines Above Ground** As set out within the **Design Parameters** (Doc Ref. 7.4), a minimum vertical clearance of 8.1m above open ground has been adopted within the design of the Grid Connection 400kV overhead line. A minimum vertical clearance of 6.7m has been adopted for the Inter-Array Connection 132kV overhead line.	N/A	Detailed Design, Operation	Requirement 5: Detailed Design Approval	Undertaker.
EMF-2	**ES Chapter 16: Other Environmental Topics, Section 16.3 Electric and Magnetic Fields** (Doc Ref. 6.1)	Human Health	**Compliance with Industry Standards and Legislation** Electrical equipment within solar stations, BESS Compound and On-Site Substation Compounds will be CE marked (Conformité Européene, or European Conformity marking), and/or UKCA marked (UK Conformity Assessed). The requirement for compliance with these standards is established through the Electromagnetic Compatibility Regulations 2016[7]. The Scheme will comply with the UK public exposure limits for EMFs. The effects of EMFs on construction workers will be controlled and mitigated to acceptable levels compliance with The Control of Electromagnetic Fields at Work Regulations 2016[8].	N/A	Detailed Design, Operation	Compliance with existing legislation	Undertaker.
GG-1	**ES Chapter 16: Other Environmental Topics, Section**	Landscape and Visual	**Avoidance of Glint and Glare through Scheme Design** The areas for solar PV modules (Work No. 1) have been carefully defined with offsets from existing residential	N/A	Detailed Design, Operation	Requirement 3: Approved Details and	Undertaker.

[7] Electromagnetic Compatibility Regulations 2016. Available at: https://www.gov.uk/government/publications/electromagnetic-compatibility-regulations-2016/electromagnetic-compatibility-regulations-2016-great-britain. [Accessed 15/10/2025]
[8] UK Government (2016) The Control of Electromagnetic Fields at Work Regulations 2016. Available at: https://www.legislation.gov.uk/uksi/2016/588/contents [Accessed 10 November 2025]

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
	16.4 Glint and Glare (Doc Ref. 6.1)		properties, existing vegetation and road networks to avoid glint and glare impacts, as established through **Works Plans** (Doc Ref. 2.3).			Amendments to Them	
GG-2	**ES Chapter 16: Other Environmental Topics, Section 16.4 Glint and Glare** (Doc Ref. 6.1)	Landscape and Visual	**Anti-Glare Coating of Solar PV Panels** As set out within the **Design Parameters** (Doc Ref. 7.4), specification of an anti-reflective coating, an industry standard for solar PV panels.	N/A	Detailed Design, Operation	Requirement 5: Detailed Design Approval	Undertaker.
MAD-1	**ES Chapter 16: Other Environmental Topics, Section 16.5 Major Accidents and Disasters** (Doc Ref. 6.1)	Human Health	**Good Practice Environmental Management Measures** An Emergency Response Plan will be developed in consultation with the relevant local authority emergency planning officer, emergency services including the local fire service and will detail the procedures for responding to incidents and emergencies on site as set out in the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11) and the **ODEMP** (Doc Ref. 7.12). Furthermore, the management plans include measures for the protection of existing utilities.	N/A	Construction, Operation and Decommissioning	Requirement 12; Construction Environmental Management Plan Requirement 13: Operational Environmental Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor
MAD-2	**ES Chapter 16: Other Environmental Topics, Section 16.5 Major Accidents and Disasters** (Doc Ref. 6.1)	Hydrology and Flood Risk Air Quality	**Management of Battery Safety** An **OBSMP** (Doc Ref. 7.18) has been prepared with the DCO Application. This sets out the parameters for the management of fire risk associated with the BESS. BESS containers would have automatic fire detection systems in place along with fire suppression systems. Water storage tanks and hydrants to allow a discharge rate of approximately 1,500 litres per minute over a 4-hour period. The specific measures to suppress fire will depend on the type of BESS that is selected for the Scheme at detailed design stage, but active fire-fighting is not proposed as this is typically ineffective for BESS fires (which are instead left to "burn out"). Further details will be established through the detailed BSMP and	Monitoring requirements will be included in the detailed BSMP.	Detailed Design, Operation	Requirement 6: Battery Safety Management	Undertaker.

Ref.	Primary Topic (primary driver for mitigation)	Secondary Topic (secondary drivers for mitigation)	Commitment and Associated Document Reference	Monitoring	Delivery Phase	Securing Mechanism	Delivery Responsibility
			Emergency Response Plan to be prepared in accordance with the detailed BSMP post-DCO consent.				
MAD-3	**ES Chapter 16: Other Environmental Topics, Section 16.5 Major Accidents and Disasters** (Doc Ref. 6.1)	N/A	**Protective Provisions for Statutory Undertakers** Protective provisions are included within the **Draft DCO** (Doc Ref. 3.1) for statutory undertakers whose assets may be affected, and further bespoke protective provisions are being negotiated with statutory undertakers, where necessary. These include the requirement for detailed design and safe working practices to be agreed with the statutory undertaker prior to construction.	N/A	Detailed Design, Pre-Construction, Construction	**Draft DCO** (Doc Ref. 3.1), Schedule 13	Undertaker, Contractor
MW-1	**ES Chapter 16: Other Environmental Topics** (Doc Ref. 6.1) Materials and Waste	Climate Change	**Good Practice Materials and Waste Management Measures** Measures to manage the impact of materials and waste are included within the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11), **ODEMP** (Doc Ref. 7.12) and the **OSWMP** (Doc Ref. 7.19). These include but are not limited to: • Prioritising waste prevention, followed by preparing for reuse, recycling and recovery and lastly disposal to landfill as per the waste hierarchy. • Managing waste in accordance with the relevant regulations and waste will 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. • Excavated material reuse would be determined via a Materials Management Plan (MMP) in accordance with the CL:AIRE Definition of Waste: Code of Practice (DoW CoP), exemption or environmental permit.	As set out in the **OCEMP** (Doc Ref. 7.10), **OOEMP** (Doc Ref. 7.11), **ODEMP** (Doc Ref. 7.12) and the **OSWMP**	Construction, Operation and Decommissioning	Requirement 12; Construction Environmental Management Plan Requirement 13: operational Environmental Management Plan Requirement 14: Waste Management Plan Requirement 21: Decommissioning and Restoration	Undertaker, Contractor