Meridian Solar Farm

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Volume 7

Other **Documents**

7.**12** O**utline**

Decommissioning

E**nvironmental Management**

Plan (Rev 1) (Tracked)

APFP Regulation 5(2)(q)

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

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1. Introduction

1.1. Background

1.1.1. Meridian Solar Limited (hereafter referred to as 'the Applicant') is seeking a DCO for the construction, operation and decommissioning of the Meridian Solar Project (hereafter referred to as the 'Scheme'). The decision on whether to grant the DCO will be made by the Secretary of State for Energy Security and Net Zero (Secretary of State), in accordance with the Planning Act 2008[1] (hereafter referred to as the 'Application').

1.1.2. This Outline Decommissioning Environmental Management Plan (ODEMP) has been prepared to accompany the **Environmental Statement** (ES) (Doc Ref.6.1) and provides an outline of the measures that would be implemented to ensure the management of environmental impacts during the decommissioning phase of the Scheme.

1.1.3. If the DCO Application is approved, a detailed DEMP will be produced following the appointment of a Principal Contractor and prior to the start of decommissioning. The detailed DEMP will be prepared substantially in accordance with this ODEMP, as a requirement of the **Draft DCO** (Doc Ref. 3.1).

1.1.4. This document does not address the construction or operational activities associated with the Scheme, which are subject to separate environmental management plans and procedures. An **Outline Construction Environmental Management Plan** (OCEMP) (Doc Ref. 7.10) and an **Outline Operational Environmental Management Plan** (OOEMP) (Doc Ref. 7.11) have been prepared to accompany the Application and will be secured through requirements of the **Draft DCO** (Doc Ref. 3.1).

1.1.5. An Environmental Impact Assessment (EIA) has been undertaken, and an ES has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations)[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 phase and describes a range of 'industry standard' or best practice mitigation and decommissioning management measures.

1.1.6. This ODEMP outlines how the decommissioning mitigation measures included within the ES will be implemented and sets out the monitoring and auditing

[1] The Planning Act 2008, Available at: https://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf [Accessed 13/10/2025]

[2] The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Available at: https://www.legislation.gov.uk/uksi/2017/572/contents/made [Accessed 27/10/2025]

activities designed to ensure that such mitigation measures are carried out, and that they are effective. The nature of the decommissioning activities and potential for likely significant effects would be similar to construction. The ODEMP therefore includes measures similar to those included in the **OCEMP** (Doc Ref. 7.10), covering issues such as transport and access, pollution prevention, and noise management.

1.1.7. It is envisaged that a detailed DEMP may be prepared, approved, and implemented for individual parts of the Scheme. As a result, there could be multiple DEMP(s) prepared in accordance with the relevant parts of this ODEMP. The DEMP(s) will align with applicable legislation, guidance and good practices at the time of decommissioning. The decommissioning methodology will be dependent on the land use conditions at that time.

1.1.8. This document provides the likely structure of the DEMP(s), as well as outline information relevant to the DEMP(s). It indicates what additional information might be included under each sub-section within the DEMP(s).

1.1.9. The key elements of this ODEMP are:

- An overview of the Scheme;
- A description of decommissioning environmental management, including roles and responsibilities, decommissioning activities, programme, and general environmental controls and management;
- A management and mitigation plan, including topic-specific measures for the management and mitigation of environmental effects;
- A summary of complementary plans and procedures;
- Description of implementation and operation; and

1.1.10. Requirements for checking and corrective action. In summary, this ODEMP identifies how commitments made in the ES will be translated into actions on-site during the decommissioning of the Scheme and includes a process from implementing the actions through to the allocation of key roles and responsibilities.

1.1.11. The Applicant and any appointed Principal Contractor(s) will be responsible for working in accordance with the environmental controls documented in the DEMP(s) which will be prepared in substantial accordance with this ODEMP, as a requirement of the **Draft DCO** (Doc Ref. 3.1).

1.1.12. This ODEMP has been designed with the objective of compliance with the relevant environmental legislation and to incorporate the mitigation measures set out within the ES. Any additional licences, permits or approvals that are required will be listed in the DEMP(s), including any environmental information submitted in respect of them.

1.2. Scheme Description

1.2.1. The Scheme comprises the construction, operation (including maintenance) and decommissioning of a solar photovoltaic (PV) electricity generating station with associated infrastructure, including co-located Battery Energy Storage System (BESS), Inter-Array Connections to link the land parcels that form the Solar Development Areas, and an up to 13 kilometres (km) overhead line Grid Connection (with one short undergrounded section) which would run north towards a point of connection (PoC) at the proposed Weston Marsh B National Grid Electricity Transmission (NGET) substation, to the north of Weston. The Scheme will have an operational lifecycle of 40 years.

1.2.2. The Solar PV generating station, associated BESS, onsite substations and other associated infrastructure would be located within four land parcels (A, B, C and D) referred to collectively as the Solar Development Area.

1.2.3. The Inter-Array Connections are the areas within which connection cables (the 'Inter-Array Connections') would link the land parcels of the Solar Development Area. The configuration of the Inter-Array Connections (up to 132kV) would comprise underground cabling between Land Parcels A & B and an overhead line between Land Parcels C & D.

1.2.4. The Grid Connection Route is the area between the Solar Development Area and the National Grid Weston Marsh B Substation in which a 400kV overhead line (the 'Grid Connection') would be located. There is one section where the Grid Connection goes underground to avoid conflicts with existing overhead lines.

1.2.5. A full description of the Scheme is included in **ES Chapter 2: The Scheme** (Doc Ref. 6.1). An overview of the Scheme and its environmental impacts is provided in the **ES Non-Technical Summary** (Doc Ref. 6.1).

2. Decommissioning Environmental Management

2.1. Introduction

2.1.1. This section sets out the general arrangements for decommissioning of the Scheme.

2.2. Roles and Responsibilities

2.2.1. Key roles and responsibilities during the decommissioning phase for managing environmental impacts are likely to involve multiple contractors assigned to specific tasks, such as distinct contractors for the Solar Development Area and others for the Grid Connection works, these will likely include, but are not limited to:

- **Principal Contractor** – Appointed by the Applicant to decommission the Scheme.
- **Site Manager** – Holds overall responsibility for on-site activity and will be based on-site full time.
- **Decommissioning Project Manager** – Overall responsibility for ensuring all elements of the DCO, DEMP(s) and relevant environmental legal and other requirements are implemented, appropriately resourced, managed, reviewed and reported.
- **Environment Manager** – Oversees the management of environmental aspects on-site, ensuring compliance with environmental legislation and best practices. Responsible for implementing mitigation and monitoring measures, conducting regular site inspections, reporting, and responding to incidents or non-compliance. Liaises with relevant environmental bodies and third parties as appropriate.
- **Environmental Clerk of Works (ECoW)** – Advises on and manages environmental risks during construction including, protected species, surface water and groundwater, pollution, air quality and noise. This role may be combined with the Environment Manager and /or Flood Warden.
- **Ecological Clerk of Works (EcoCoW)** – Manages biodiversity risks on construction sites, advises on protection of valued ecological features and provides practical solutions.
- **Archaeological Clerk of Works** – Advises on and monitors archaeological mitigation measures, and conducts watching briefs.
- **Project Arboriculturist** – Advises on the management and protection of retained trees.
- **Flood Warden** – Responsible for preparing and managing responses to flood incidents and warnings, using the Floodline Warnings Direct or equivalent service.
- **Health and Safety Manager** – Monitors and enforces health and safety compliance and regulations on-site.
- **Community Liaison Officer** – Leads engagement with local communities through a Community Liaison Group established in accordance with Requirement 4 of the **Draft DCO** (Doc Ref. 3.1). Acts as the primary point of contact for queries or complaints throughout decommissioning.

2.2.2. These roles and responsibilities are indicative and will be confirmed in the detailed DEMPs.

2.3. Decommissioning Activities

2.3.1. The decommissioning of the Scheme is anticipated take up to 24 months. Upon the start of the decommissioning phase, above-ground physical infrastructure would be dismantled and removed from the Solar Development Area, Inter-Array Connections and Grid Connection Route. This would include the removal of all PV panels, mounting poles, solar stations, substations, BESS, 400kV overhead line and pylons, Cable Sealing End Compounds (CSECs), 132kV overhead line and poles. In addition, below-ground infrastructure, such as concrete foundations to these elements, would be removed to a depth agreed with the relevant landowner from the area within the Order Limits and recycled or disposed of in accordance with good practice and market conditions at the time. If required, the cables can be removed by opening the ground at regular intervals and pulling the cable through to the extraction point, avoiding the need to open up the entire length of the cable route. Further information on cable removal will be provided in the detailed DEMP.

2.3.2. Any new permanent crossings will be reinstated following decommissioning, subject to landowner agreement. Existing crossings, which are upgraded, will be left in-situ.

2.3.3. Land within the Order Limits would be returned to the relevant landowners once the decommissioning phase has completed. This would include the areas of land where the agricultural resource has been maintained during operation, alongside any established habitats. Post-decommissioning, the landowner will decide upon the use of the land.

2.3.4. All infrastructure removed from the Site would be recycled or disposed of in accordance with good practice and taking lessons learnt from schemes of a similar size and nature. The Scheme would apply the waste hierarchy and, where reasonably practicable, look to prevent, re-use or recycle waste. Any waste created through the decommissioning phase would be required to be removed from the Site and disposed of in line with the lawful requirements at the time.

2.3.5. Areas of habitat and biodiversity mitigation and enhancement, as well as permissive paths delivered as part of the Scheme would be returned to the relevant landowners. Following this, the landowners would choose how the land is to be used and managed. The drainage of the land within the Scheme will be checked and grassed after decommissioning. Should any agricultural drains be altered or removed, they will be restored such that agricultural activities could continue after decommissioning of the Scheme.

2.3.6. It is anticipated that for the Solar Development Area, decommissioning vehicles would utilise points of access from Barrier Bank, Martins Road and Langary Gate Road. Points of access to the Inter-Array Connections will be from Barrier Bank, Eaugate Road and Holbeach Drove Gate. For the Grid Connection Route,

decommissioning vehicles are anticipated to use points of access principally from the A16 and the A151 High Road. Vehicles would also use the B1165 Austendyke Road in lesser numbers.

2.4. Decommissioning Programme

2.4.1. The operational life of the Scheme is 40 years and decommissioning is therefore estimated to commence in 2073.

2.4.2. Decommissioning is anticipated to take up to 24 months. More details on the decommissioning phasing will be provided within the DEMP(s), prior to decommissioning commencing. This would include timescales and transportation methods which would be agreed in advance with the relevant Local Planning Authority (LPA).

2.5. Working Hours

2.5.1. Core decommissioning working hours on-site will run from 07:00 to 19:00 (with working days comprising one 12-hour shift) on Monday to Friday and 08:00 to 13:30 on Saturday (with working days comprising one 5-hour shift), and employees travelling to and from the Order Limits outside these times. It is anticipated there would be no Sunday or Bank Holiday working unless crucial to decommissioning. Activities which may need to take place outside the core working hours will be defined in the detailed DEMP(s).

2.6. Control of Noise

2.6.1. For all works that are undertaken outside of core work periods, applications would be made on a voluntary basis for Section 61 consents, variations and dispensations under the Control of Pollution Act 1974 (COPA)[3], or equivalent process at the time if this process has been superseded. These applications will need to be obtained by the Principal Contractor and agreed with the LPA and contain details on the methodology, mitigation, communication strategy and monitoring. See Section 3 for all mitigation measures related to noise.

2.7. Control of Light

2.7.1. Temporary site lighting during decommissioning may be required in areas where natural lighting is unable to reach (sheltered/confined areas) and during core working hours within winter months. Artificial lighting will be provided to maintain sufficient security and health and safety for the Site, whilst adopting

[3] Control of Pollution Act 1974. Available at https://www.legislation.gov.uk/ukpga/1974/40 [Accessed 13/10/2025]

mitigation principles to avoid excessive glare, and minimise light spill to nearby receptors (including ecology and residents), outside of the Order Limits as far as reasonably practicable.

2.7.2. All temporary lighting will be deployed in accordance with the following commitments to prevent or reduce the impact on human and ecological receptors:

- The use of lighting will be minimised to that required for safe site operations;
- Lighting will utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20° from horizontal); and
- Lighting will be directed towards the middle of the Site rather than towards land outside of the Order Limits.

2.8. Traffic Management

2.8.1. During decommissioning, the Principal Contractor 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.

2.8.2. A Decommissioning Traffic Management Plan (DTMP) will be developed by the Principal Contractor prior to decommissioning in consultation with the appropriate LPAs. This will include a Decommissioning Worker Travel Plan (DWTP) to utilise sustainable modes of transport for journeys to and from the site. Both the DTMP and DWTP will use, as their starting point, the measures detailed in **Outline Construction Traffic Management Plan** (CTMP) (Doc Ref. 7.13), updated to reflect the circumstances prevailing during the period in which decommissioning is to be carried out.

2.9. Parking Provision

2.9.1. Parking provisions for the decommissioning works will be set out within the DTMP.

2.9.2. A self-contained wheel cleaning facility will be used by vehicles prior to exiting the Order Limits onto the public highway if there is mud or debris from the decommissioning site. For loads unable to use the fixed wheel wash facility, localised wheel washing will be set up to ensure no detrimental effect to the highway.

2.10. Recovery, Recycling and Disposing Waste

2.10.1. In order to control the waste generated on-site and removal of materials, the Principal Contractor will separate the main waste streams on-site, prior to

transport to an approved, licensed third party waste facility for recycling, recovery or disposal.

2.10.2. Prior to the decommissioning works commencing, a DEMP will be prepared by the Applicant, which will provide a waste estimate, specify key responsibilities, reporting and auditing and waste recovery targets.

2.10.3. The Waste Duty of Care will be followed for all waste generated on-site. All waste to be removed from the site will be undertaken by fully licensed waste carriers and taken to suitably licensed waste facilities and managed in line with the requirements of the Hazardous Waste (England and Wales) Regulations 2005[4] and the Waste (England and Wales) Regulations 2011[5]. The Scheme will apply the waste hierarchy, in priority order; prevention, preparation for reuse, recycled, other recovery and disposal.

2.10.4. The Applicant is committed to maximise recycling and reuse of the Scheme components at the end of their life.

2.10.5. To ensure the cumulative generation of waste is managed appropriately, the Applicant commits to working collaboratively to:

- Share data and reporting on waste types and volumes to support regional waste planning and avoid overburdening local waste infrastructure;
- Engage with the host authorities and waste planning bodies to ensure consistency with regional waste management strategies and capacity constraints; and
- Review and update waste mitigation measures regularly through continued dialogue with other developers post-consent.

2.11. Responding to Environmental Incidents and Emergencies

2.11.1. An Emergency Response Plan (ERP) will be developed in consultation with the relevant local authority emergency planning officer, emergency services including the local fire service, as well as the Environment Agency in relation to responding to flood warnings and pollution prevention incidents.

2.11.2. The ERP will detail the procedures for responding to incidents and emergencies on-site, and any reporting requirements. ~~The ERP will~~

[4] Control of Pollution Act 1974. Available at https://www.legislation.gov.uk/ukpga/1974/40 [Accessed 13/10/2025]

[5] The Waste (England and Wales) Regulations 2011. Available at: https://www.legislation.gov.uk/uksi/2011/988/contents/made [Accessed 13/10/2025]

~~2.11.2.~~2.11.3. 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.

2.12. Consents, Licences and Permits

2.12.1. Any additional decommissioning licences, permits or approvals that are required will be listed in the detailed DEMP(s), including any environmental information submitted in respect of them.

2.13. Good Practice Measures

2.13.1. The Considerate Constructors Scheme (CCS) will be adopted to assist in reducing pollution and nuisance from decommissioning activities, by employing best practice measures which go beyond statutory compliance, where relevant to decommissioning.

2.14. Security

2.14.1. Site security during decommissioning will be managed by the Principal Contractor. Working areas will be appropriately fenced and will remain in place throughout the duration of the decommissioning period and will be the last feature to be removed from the Scheme. Any storage of materials would be kept secure to prevent theft of vandalism. A safe system for accessing the materials storage areas will be implemented by the Principal Contractor.

3. Management and Mitigation Plan

3.1.1. This section of the ODEMP sets out the mitigation measures to be included as a minimum in the detailed DEMP(s). 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 DEMP(s).

3.1.2. It is assumed that all mitigation is in line with the regulations and guidance at the time when decommissioning is undertaken, estimated to occur by 2073. The following tables present likely mitigation based on present baseline information against current legislation. All mitigation will be reviewed and updated prior to decommissioning against the baseline environment, relevant legislation and good practice at that time.

Table 3-1: Agriculture and Soils

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Potential loss of soil resource. Potential for surface soil compaction in some areas through trafficking of vehicles/plant and poor handling.	The **Outline Soil Management Plan (SMP)** (Doc Ref. 7.14) submitted alongside the DCO Application details the threats to soil resource during the decommissioning phase. Full details will be provided in the detailed SMP which will be secured by a DCO Requirement.	As detailed in the **Outline SMP** (Doc Ref. 7.14) submitted alongside the DCO Application. Post-restoration survey of agricultural land.	The overall responsibility will be with the Principal Contractor. Specific responsibilities will be confirmed in the DEMP(s).

Table 3-2: Air Quality

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Increased nitrogen dioxide (NO_2) and particulate matter (PM_{10}) from on-site and off-site decommissioning vehicle / plant emissions. Increased particulates and deposited dust from decommissioning	Prior to decommissioning, a dust risk assessment will be prepared and a Dust Management Plan (DMP) will be agreed with the Local Authority prior to any works taking place. Appropriate standard and best practice control measures will be included in the detailed DEMP(s), which will include, but not be limited to: **Communication**	Measures in the detailed DEMP(s) will include the implementation of: Undertaking daily on-site and off-site inspections on working days, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when	To be included in the detailed DEMP(s) prepared by the Principal Contractor.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
activities, materials transportation, storage and handling, and use of haul roads.	Develop and implement a stakeholder communications plan that includes community engagement before work commences on-site. Display the name and contact details of person(s) accountable for air quality and dust issues on the Site boundary. This may be the environment manager or the site manager. Display the head office or the regional office contact information. Develop and implement a Dust Management Plan (DMP), which will include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and will include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the Site. The DMP may include monitoring of dust deposition, dust flux, real-time PM_{10} continuous monitoring and/or visual inspections. **Site Management** 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.	asked. Road surface cleaning to be provided if necessary. Carrying out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked. Increasing the frequency of site inspections by the person accountable for air quality and dust issues on-site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Agreeing approach to monitoring with the Local Authority ahead of decommissioning commencing. Data will be collected before any work commences on-site to provide a comparative baseline should real-time	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	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 log book. Hold regular liaison meetings with other high risk construction sites within 250m of the Site boundary, to ensure plans are coordinated 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. **Monitoring:** 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 authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of Site boundary, with cleaning to be provided if necessary. Carry out regular Site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked. Increase the frequency of Site inspections by the person accountable for air quality and dust issues on-site when activities with a high potential to	airborne particulate or dust deposition monitoring be required.	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	produce dust are being carried out and during prolonged dry or windy conditions. Agree dust deposition, dust flux, or real-time PM_{10} continuous monitoring locations with the Local Authority. Where reasonably 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. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction. **Preparing and Maintaining the Site** Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as is reasonably practicable. Avoid Site runoff of water or mud. See Table 3-7 for more details on pollution prevention measures. Keep Site fencing, barriers and scaffolding clean using wet methods. Remove materials that have a potential to produce dust from Site as soon as reasonably practicable, unless being re-used on-site. If they are being re-used on-site cover as described below.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Cover, seed or fence stockpiles to prevent wind whipping, if stockpile will be present for more than 1 year. **Operating vehicle/machinery and sustainable travel** Ensure all vehicles switch off engines when stationary - no idling vehicles. Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where reasonably practicable to do so. Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas and consider use of matts as temporary surface protection on haul routes. On long haul routes, such as those proposed through the Grid Connection Route, these speeds may be increased with suitable additional control measures provided, subject to agreement with the Local Authority. Produce a Decommissioning Traffic Management Plan (DTMP) to manage the sustainable delivery of goods and materials. Implement an integrated Decommissioning Workforce Travel Plan within the DTMP that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Operations 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 reasonably 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. Ensure equipment is readily available on-site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event. **Waste** Burning of waste or unwanted materials will not be permitted. **Earthworks**		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as reasonably practicable. Use Hessian, mulches or tackifiers where it is not reasonably practicable to re-vegetate or cover with topsoil, as soon as practicable. Only remove the cover in small areas during work and not all at once. **Track-out** 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. Ensure vehicles entering and leaving sites are covered, where appropriate, to prevent escape of materials during transport. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. Record all inspections of haul routes and any subsequent action in a site log book. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	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). 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. Access gates to be located at least 10m from receptors where reasonably practicable.		

Table 3-3: Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
GHG emissions associated with water, energy and fuel use for decommissioning activities, transportation of materials and workers to the Order Limits and the transportation and disposal of waste.	Appropriate standard and best practice control measures will be included in the detailed DEMP(s), which may include, but not be limited to: Adopting the Considerate Constructors Scheme (CCS) to assist in reducing pollution, including GHGs, from the Scheme by employing good industry practice measures which go beyond statutory compliance; Use of an integrated Decommissioning Workforce Travel Plan to reduce the use of private vehicles by decommissioning workforce for travelling to Site. In addition, promote the goal that all decommissioning staff are encouraged to use lower carbon modes of transport by identifying and communicating local bus and rail connections and pedestrian and cycle access routes to/from the Scheme. Switching vehicles and plant off when not in use and ensuring construction vehicles conform to European Union (EU) vehicle emissions standards for the types of plant vehicles to be used;	Auditing during decommissioning. To be confirmed in detailed DEMP(s).	Specific responsibilities will be confirmed in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Increasing recyclability by segregating decommissioning waste to be reused and recycled where reasonably practicable.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Changing climatic hazards (increased summer maximum temperatures, increased winter precipitation, increased frequency and severity of storms, increased frequency and severity of heatwaves, reduced summer rainfall)	The following measures are required to ensure safety of staff from increased flood risk on-site due to climate change: Siting materials, equipment, welfare cabins, temporary access routes (etc) outside of areas that are prone to flooding during decommissioning, where reasonably practicable, and considering flood protection measures, where this has not been possible; Consideration would be taken during periods of heatwaves to mitigate against the risks posed to workers and decommissioning. To protect workers, measures include air-conditioned welfare cabins, appropriately shaded areas erected throughout the Site, increased breaks, water availability and adjusted working hours (the Health and Safety (H&S) Plan would include these mitigations). Further to this, dust can become a significant issue during heatwaves and periods of drought. The use of dust suppressers would increase during these periods. Certain decommissioning activities can be hindered by high temperatures. To prevent this, activities would be scheduled to occur outside of the window of the heatwave	To be confirmed in detailed DEMP(s). Principal Contractor to monitor weather reports and schedule decommissioning appropriately.	Specific responsibilities will be confirmed in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	or the contractor may propose alternative decommissioning methods; Appointing a H&S Manager who is responsible for monitoring weather forecasts, weather warnings and alerts, utilising the Met Office – Long range forecast to inform the planning of decommissioning works, in order to minimise risks to the workforce, damage to equipment and delays to the decommissioning programme. The Scheme would establish an extreme weather emergency response plan and toolbox talks would be carried to ensure all workers are aware of the risks and mitigations, to account for potential climate change impacts, such as flooding and heatwaves.		

Table 3-4: Cultural Heritage

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Disturbance or damage to archaeological remains preserved within the Order Limits during	No previously undisturbed land will be disturbed within the Order Limits to deliver the decommissioning activities. The areas of the two Scheduled Monuments within the Order Limits will be set out within the detailed DEMP(s) and will be demarcated, as appropriate to prevent accidental entry and damage during the decommissioning	Specific requirements of the archaeological mitigation will be confirmed in the detailed DEMP(s) and described in detail in the Archaeological	Specific responsibilities will be confirmed in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
decommissioning activities.	of the Scheme. The two Scheduled Monuments (1004979, 1004978) will have a 20m buffer around them. Required management or monitoring during the decommissioning stage will be set out within the Archaeological Mitigation and Management Strategy~~.~~, in accordance with the **Outline Archaeological Mitigation and Management Strategy (OAMMS)** (Doc Ref. 8.7). The required management and monitoring measures will be informed by the design and installation method of the infrastructure and set out in detail in the detailed DEMP. Further archaeological evaluation may be required in the event that ground disturbance does not occur in the same locations as during construction. The detailed DEMP will be agreed with the Archaeological Advisor to the Local Planning Authority prior to decommissioning, which will be sufficient to safeguard any archaeological remains during the decommissioning phase.	Mitigation and Management Strategy.	Monitoring by Environment Manager or Archaeological Clerk of Works, if required.

Table 3-5: Ecology and Nature Conservation

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Potential disturbance of ecologically designated sites, protected / and or	Any impacts from decommissioning will be mitigated in line with relevant legislative and policy requirements at the time of decommissioning. Decommissioning works will avoid all sites statutorily designated for their	Pre-decommissioning ecological surveys will be undertaken to inform any mitigation and protected	The responsibility will be outlined

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
notable habitats and species	biodiversity importance and avoid or minimise impacts on sites that are non-statutorily designated for their biodiversity importance. Appropriate standard and good practice control measures will be included in the detailed DEMP(s), which may include, but not be limited to the below measures. The Scheme will implement standard environmental protection measures during decommissioning to ensure no indirect impacts occur; these will include: Dust control measures as summarised within Table 3-2, would be managed through the implementation of IAQM/ Environmental Protection UK (EPUK)-led measures, including damping down, control of trackout, stockpile and surface management, haul-route speed restrictions, and site layout designed to locate dust-generating activities away from sensitive receptors. Pollution prevention measures as summarised within Table 3-6 and Table 3-7, such as measures relating to fuel/chemical storage, refueling controls, spill kits, washout areas, silt/sediment controls; no uncontrolled discharge to drains/ ditches; Soils/vegetation management, as summarised within Table 3-1 and within this table, such as method statements; phased clearance; trench management (covers/ramps); toolbox talks; ECoW oversight;	species licensing, as required at the time of decommissioning. The monitoring undertaken during the operational phase will help to inform the decommissioning strategy. Monitoring requirements will be confirmed in the detailed DEMP(s).	in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Biosecurity measures, including Invasive Non-Native Species (INNS) identification; plant/material hygiene; containment and disposal; Traffic and routing would be managed through defined routing and traffic management measures to minimise increases on the affected road network (ARN), consistent with the IAQM/EPUK screening logic. Night-time working would, where practicable, be avoided near flooded fields, drains, and sensitive wintering bird areas in order to limit disturbance. Implementation of measures to avoid animals being trapped, injured or killed within decommissioning working areas, through excluding them from such areas and preventing them from falling into excavations. If excavations are required to be left open overnight, ramps will be provided to allow animals a means of escape. Mammal permeability: where fencing is required, ground-level gaps to maintain connectivity for small/medium mammals (e.g., badger) would be provided. Existing watercourse crossing points will be used for decommissioning access, where reasonably practicable, to avoid additional watercourse crossings being required.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Reinstatement post-removal of the crossings would aim to provide an improved channel form. Reinstatement works would be carried out (where relevant and appropriate to do so) between 10 and 15m upstream and downstream of the crossing to ensure the reinstated improved channel form merges into the existing channel form, subject to agreement with the Internal Drainage Boards. Where lighting is required, it will conform to best practice guidelines; such as Bats and Artificial Lighting in the UK: Guidance Note 08/23 (GN08/23)[6] (or equivalent at the time of decommissioning); with respect to minimising disturbance to bats and other protected and notable species know to be present and are active during the night, through illumination of habitats they are likely to be using at night from temporary decommissioning lighting by adhering to the following principles where relevant: • Apply the mitigation hierarchy: avoid lighting sensitive habitats/commuting routes/roosts; where unavoidable, minimise intensity, duration, spectrum and spill; then mitigate with shielding/controls.		

[6] Institution of Lighting Professionals (2023) Bats and artificial lighting in the UK: Guidance Note 08/23. Available at: https://theilp.org.uk/resource/gn08-bats-and-artificial-lighting-pdf.html [Accessed 13/10/2025]

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	• Maintain dark corridors along key linear features (hedgerows, treelines, watercourses) and around any known/suspected roosts. Target 0–1 lux at ground level on these features (≤0.5 lux preferred for the most sensitive corridors). • Use the lowest lighting class and levels that meet safety requirements; dim to the minimum practical illuminance. • Use warm-spectrum light sources (correlated colour temperature ≤2700 K) with no UV/near-UV content to reduce attractiveness to insects and disturbance to bats. • Use full cut-off luminaires with directional control, shields/baffles/cowls; mount at the lowest feasible height and aim away from sensitive features and Site boundaries. • Control operation temporally: PIR/infrared presence detection, dimming, and curfews; switch off when not needed. • Plan and verify: produce a temporary lighting plan with isolux plots showing predicted spill onto sensitive features; set compliance points; verify in situ with lux spot checks; adapt as needed.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Areas of Functionally Linked Land (FLL) of potential value in supporting species associated with European sites have been identified adjacent to the River Welland, at Fleet Drain, to the west of Delgate Bank and to the north of Parcel D (as shown on Figure 4 of ES Appendix 9-14: HRA Report (Doc Ref. 6.3). • Where practicable, high-noise works, such as piling, within 1,100m of these locations would be avoided during the wintering and migratory bird sensitive period September to March. • Where high-noise works within 700m to 1,100m of FLL areas are to be carried out within the sensitive period, standard noise-reduction measures will be employed, and an ecologist would be present to monitor bird activity. If birds show signs of significant disturbance, works would be paused until birds have moved away or additional noise-reduction measures are in place. • Where high-noise works within less than 700m of FLL areas are to be carried out within the sensitive period, additional noise reduction measures, such as alternative piling methods and/or temporary noise screening, will be employed to reduce peak noise levels within the FLL areas to below 60dB. An ecologist would be present to monitor bird activity; if birds show signs of significant disturbance, works would be paused until birds have moved away.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	• Visual screening (e.g. opaque mesh covering on Heras fencing) will be installed between the FLL areas and any work locations within 600m of the FLL areas. **Ecological Clerk of Works** The method statements to be detailed in the DEMP would be controlled and monitored through the direction of an appointed Ecological Clerk of Works (EcoCow) who will be present on-Site during decommissioning works. The EcoCoW would also ensure that pre-arranged mitigation is undertaken, and records are kept. **Wildlife Legislation Compliance** Decommissioning impacts will be mitigated in line with relevant legislative and policy requirements at the time of decommissioning, such as Wildlife and Countryside Act 1981 (or equivalent), the Natural Environment and Rural Communities Act 2006 (or equivalent), and The Conservation of Habitats and Species Regulations 2017 (or equivalent); with updates to ecological surveys that have expired, and subsequently any changes to mitigation requirements due to changes in habitats or species composition or distribution which have		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	occurred in the interim, through construction and operational phases.		
Impacts on protected / and or notable habitats and species	Decommissioning impacts will be mitigated in line with relevant legislative and policy requirements at the time of decommissioning for protected and notable bird species, including but not limited to: • General breeding bird assemblages; • Population of Skylark within the Site; and • Populations of specially protected species (Quail, Hobby and Barn Owl, Black Redstart and Peregrine). Decommissioning impacts will be mitigated fully in line with relevant legislative and policy requirements at the time of decommissioning, including retention and avoidance of habitats of species, such as: • Badger (including Badger setts); • Riparian mammals (Water Vole and Otter); • Other mammals (Brown Hare, Hedgehog and Harvest Mouse); • Aquatic macrophytes and macroinvertebrates; • Fish;	Pre-decommissioning ecological surveys will be undertaken to inform any mitigation and protected species licensing, as required at the time of decommissioning. Monitoring requirements will be confirmed in the detailed DEMP(s).	The responsibility will be outlined in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	• Reptiles (Grass Snake and Common Lizard); and • Bats.		

Table 3-6: Ground Conditions

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Hazards to human health associated with inhalation, ingestion or contact with made ground or groundwater contaminated by metal, inorganic and organic chemicals. Hazards to controlled waters associated with leaching of contaminants from soils, lateral groundwater migration, or contaminated discharge to watercourses or	Best practice avoidance and mitigation measures proposed include: Workers to adhere to health, safety and environmental precautions to reduce the potential for any accidents and incidents. Workers to be made aware of the risks and the necessary precautions to take to minimise pollution. All workers would be required to wear Personal Protective Equipment (PPE) including, where appropriate, dust masks, gloves, use of ground gas monitoring equipment and hygiene facilities; Use of appropriate Site control measures to minimise the migration of contaminated dusts and soils from the Site to adjacent areas; Fuels and chemicals to be stored appropriately within a secure, impervious bund (110% volume of container). Spill kits and Spill Response Plans to be developed and implemented.	To be included in the detailed DEMP(s).	To be included in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
made ground or groundwater. Hazards to ecological receptors associated with chemical contaminants in made ground and groundwater, discharge to watercourses, sedimentation / dust deposition, physical damage to habitat, and increased human disturbance during decommissioning. Contamination of ground gas to any on-site buildings.	Equipment to be regularly maintained to prevent leaks, with refuelling activities undertaken on impermeable surfaces and biodegradable oils prioritised in sensitive areas. All plant and machinery will be kept away from surface water bodies wherever reasonably practicable. Vehicles will be well maintained to prevent accidental pollution from leaks. Static machinery and plant will include drip trays beneath oil tanks/engines/gearboxes/hydraulics, which will be checked and emptied regularly via a licensed waste operator. Refuelling and delivery areas will be located away from surface water drains; An emergency spillage action plan will be produced, which all Site staff will have read and understood, and provisions made to contain any leak/spill. Information regarding spill prevention and disposal of Control of Substances Hazardous to Health (COSHH) items will be provided as part of the standard Site induction presentations and during regular toolbox talks and as the works progress. Environment Agency to be notified in the event of any suspected pollution incidents; Workers will remain vigilant of ground conditions at all times and will report to the Principal Contractor any suspect areas of potential contamination;		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	A 'Discovery Strategy' protocol to be enforced, ensuring any discovered contamination during decommissioning will be addressed and managed by a land contamination specialist. Should any potentially contaminated ground, including isolated 'hotspots' of contamination and/or potential deposits of asbestos containing materials (ACM), be encountered, the Principal Contractor will be required to investigate the areas and assess the need for containment or disposal of the material. Advice should be sought from an environmental specialist should materials suspected of being contaminated be found. The Principal Contractor will also be required to assess whether any additional health and safety measures are required; To further minimise the risks of contaminants being transferred and contaminating other soils or water, decommissioning workers will be briefed as to the possibility of the presence of such materials; In the event that contamination is identified, appropriate remediation measures will be taken to protect decommissioning workers, future Site users, water resources, structures and services; The Local Authority and the Environment Agency must be contacted in the event that contamination is identified, and the Environment Agency's Land		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Contamination Risk Management (LCRM) guidance (or equivalent at the time) must be followed; The Principal Contractor will be required to place arisings and temporary stockpiles away from watercourses and drainage systems, whilst surface water will be directed away from stockpiles to prevent erosion; Stockpiles and material handling areas will be kept as clean as reasonably practicable to avoid nuisance from dust. Dusty materials will be dampened down using water sprays in dry weather or covered; The length of time materials are stockpiled on-site before being removed for reuse, recycling or disposal is to be kept to a minimum and stockpiles are to be covered with tarpaulins prior to disposal; Dust generating equipment e.g. mobile crushing and screening equipment will be located to minimise potential nuisance impacts to receptors, as far as reasonably practicable; The risk to surface water and groundwater from run-off from any contaminated stockpiles during decommissioning works will be reduced by implementing suitable measures to minimise rainwater infiltration and/or capture runoff and leachates, through use of bunding and/or temporary drainage systems. These mitigation measures will be designed in line with current good practice, follow		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	appropriate guidelines and all relevant licences/permits; The Principal Contractor will ensure that all material is suitable for its proposed use and will not result in an increase in contamination-related risks on identified receptors, including any landscaped areas and underlying groundwater; Any waters removed from excavations by dewatering will be discharged appropriately, subject to the relevant permits being obtained from the Environment Agency; The Principal Contractor will implement a dust suppression/management system in order to control the potential risk from airborne contamination migrating off-site to adjacent sites; Complaints about dust will be investigated at the earliest opportunity and appropriate action taken to control the source or remedy the impact as appropriate; Access roads will be regularly cleaned and damped down with water; All vehicles entering and leaving the Site during the works will pass through a wheel washing facility. Vehicles used to transport materials and aggregates will be enclosed or covered in a tarpaulin. Vehicle		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	movements will be kept to a minimum and vehicle speeds within the Site will be limited.		

Table 3-7: Hydrology and Flood Risk

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Any flooding during decommissioning could flood equipment and/materials, causing release of pollutants to nearby surface watercourses or infiltrating to groundwater. Potential impacts on groundwater resources, including licenced and	Standard and good practice mitigation measures will apply to the decommissioning phase. This will be detailed in a Water Management Plan (WMP) prepared for the decommissioning phase and based on the WMP prepared for the initial construction of the Scheme. Where reasonably practicable, works within at least 10m of all watercourses will be avoided, except where works must be undertaken close to or in watercourses (e.g. where watercourses are crossed for access or cable installation, for the placement of new surface water outfalls or in a handful of locations where temporary works cannot avoid encroaching on the buffer zone for the installation of pylons supporting the OHL) to reduce the risk from potential hazards such as chemical and soils	Drainage systems will be monitored throughout decommissioning. Water quality monitoring will be undertaken in accordance with a Water Management Plan.	Specific details will be confirmed in detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
unlicenced (private) water supplies. Potential impact on baseflow to watercourses from temporary dewatering of excavations or changes in hydrology.	spills into watercourses and avoid potential direct impacts to the watercourse and protected species. The Principal Contractor will comply with the following Guidance for Pollution Prevention (GPP) or the relevant guidance at the time: GPP 1: Understanding your environmental responsibilities – good environmental practices[7]; GPP 2: Above ground oil storage[8]; GPP 3: Use and design of oil separators in surface water drainage systems[9]; GPP 4: Treatment and disposal of wastewater where there is no connection to the public foul sewer[10]; GPP 5: Works and maintenance in or near water[11]; GPP 6: Working at construction and demolition sites[12];		

[7] Northern Ireland Environment Agency (NIEA) (2021). Understanding your environmental responsibilities – good environmental practices: GPP 1.

[8] NIEA (2021). Above ground oil storage tanks: GPP 2.

[9] NIEA (2022). Use and design of oil separators in surface water drainage systems: GPP 3.

[10] NIEA (2017). Treatment and disposal of wastewater where there is no connection to the public foul sewer: GPP 4.

[11] NIEA (2018). Works and maintenance in or near water: GPP 5.

[12] Environment Agency (EA) (2012). Working at construction and demolition sites: PPG6.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	GPP 8: Safe storage and disposal of used oils[13]; GPP 13: Vehicle washing and cleaning[14]; GPP 18: Containing major spillage and firewater at industrial sites[15]; GPP 19: Vehicles: Service and Repair[16]; GPP 20: Dewatering underground ducts and chambers[17]; GPP 21: Pollution Incident Response Plans[18]; GPP22: Dealing with spills[19]; and GPP26: Safe storage – drums and intermediate bulk containers[20]. Good practice guidance will be followed using key Construction Industry Research and Information		

[13] NIEA (2021). Safe storage and disposal of used oils: GPP 8.
[14] NIEA (2021). Vehicle Washing and Cleaning: GPP 13.
[15] NIEA (2021) Containing major spillage and firewater at industrial sites: GPP18.
[16] NIEA (2021). Vehicle: Servicing and Repairs: GPP 19.
[17] NIEA (2021). Dewatering underground ducts and chambers: GPP 20.
[18] NIEA (2021). Pollution incident response planning: GPP 21.
[19] NIEA (2018). Dealing with spills: GPP 22.
[20] NIEA (2021). Safe Storage of Drums and Intermediate Bulk Containers (IBCs): GPP 26.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Association (CIRIA) documents and British Standards Institute documents or the relevant guidance at the time: British Standards Institute (2009) BS6031:2009 Code of Practice for Earth Works[21]; British Standards Institute (2013) BS8582 Code of Practice for Surface Water Management of Development Sites[22]; C753 (2015) The SuDS Manual (second edition)[23]; C811 (2023) Environmental good practice on site guide (fifth edition)[24]; C648 (2006) Control of water pollution from linear construction projects, technical guidance[25]; C609 (2004) Sustainable Drainage Systems, hydraulic, structural and water quality advice[26];		

21 BSI (2009). BS6031:2009 Code of Practice for Earth Works.

22 BSI (2013). BS8582 Code of Practice for Surface Water Management of Development Sites.

23 Construction Industry Research and Information Association (CIRIA) (2015). C753: the SuDS Manual (second edition).

24 CIRIA (2023). C811 Environmental good practice on site guide (fifth edition).

25 CIRIA (2006). C648: Control of water pollution from linear construction projects, technical guidance.

26 CIRIA (2004). C609: Sustainable Drainage Systems, hydraulic, structural and water quality advice.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	C532 (2001) Control of water pollution from construction sites – Guidance for consultants and Principal Contractors[27]; and C736F Containment systems for prevention of pollution[28]. The above guidance documents provide for the following standard and good practice measures.		
Pollution of surface water or groundwater due to deposition or spillage of soils, sediments, oils, fuels, or other decommissioning chemicals, or through uncontrolled site run-off including dewatering of excavations.	Surface water and groundwater management during decommissioning: All reasonably practicable measures will be taken to prevent the deposition of fine sediment or other material in, and the pollution by sediment of, any existing watercourse, arising from decommissioning activities. The measures will accord with the principles set out in industry guidelines including the CIRIA report 'C532: Control of water pollution from construction sites'[29] and CIRIA report 'C648 Control of water pollution from linear construction sites'[30]. Measures may include use and maintenance of temporary lagoons,	The WMP (which will be produced pre-decommissioning but updated as necessary) will include details of water quality monitoring. This will be based on a combination of visual / olfactory observations and in situ testing using a handheld water quality meter.	Specific details will be confirmed in detailed DEMP(s).

[27] CIRIA (2001). C532: Control of water pollution from construction sites – Guidance for consultants and Principal Contractors.

[28] CIRIA (2014). C736F: Containment systems for prevention of pollution.

[29] CIRIA C532 (2001). Control of water pollution from construction sites – Guidance for consultants and contractors.

[30] CIRIA C648 (2006). Control of water pollution from linear construction projects, technical guidance.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	tanks, bunds and fabric silt fences etc., or silt screens as well as consideration of the type of plant used. Foul drainage during decommissioning will be provided by self-contained cess pit (or similar sealed tank), regularly emptied by a waste management Principal Contractor. The relevant sections of BS 6031: Code of Practice for Earthworks[31] will be followed for the general control of site drainage. Where practical, any earthworks will be undertaken during the drier months of the year and earth moving works will avoid periods of very wet weather, to minimise the risk of generating runoff contaminated with fine particulates. However, it is likely that some working during wet weather periods will be unavoidable, in which case other mitigation measures (see below) will be implemented to control fine sediment laden runoff. Water may also be required to dampen earthworks during dry weather to reduce dust impacts, and any runoff generated will need to be appropriately managed by the Principal Contractor in accordance with the pollution prevention principles described in this table.		

[31] BSI (2009). BS6031: 2009 Code of Practice for Earth Works.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	To protect watercourses from fine sediment runoff, topsoil/subsoil will be stored a minimum of 20m from watercourses on flat lying land. Where this will not be reasonably practicable, and it is to be stockpiled for longer than a three-week period, the material will either be covered with geotextile mats, seeded to promote vegetation growth, or runoff prevented from draining to a watercourse without prior treatment. Appropriately sized runoff storage areas for the settlement of excessive fine particulates in runoff will be provided. Site runoff will either be treated on-site and discharged under a Water Discharge Activity Permit to Controlled Waters from the Environment Agency (potentially also including infiltration to ground though this is unlikely to be suitable based on the geology of the area) or to the nearest public sewer with sufficient capacity for treatment following discussions with Anglian Water, or else removed from Site for disposal at an appropriate and licensed waste facility. Equipment and plant are to be washed out and cleaned in designated areas within the Order Limits only, where runoff can be isolated for treatment before disposal as outlined above. Mud deposits will be controlled at entry and exit points to the Order Limits using wheel washing facilities and/or		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	road sweepers operating during earthworks activities or other times as required. Debris and other material will be prevented from entering surface water drainage, through maintenance of a clean and tidy site, provision of clearly labelled waste receptacles, grid covers and the presence of site security fencing.		
Leakage or accidental spillage of decommissioning materials and potential pollutants used on-site, migrating to nearby surface watercourses or infiltrating to groundwater.	Accidental spillage within the Order Limits: Fuel and other potentially polluting chemicals will either be in self-bunded leak proof containers or stored in a secure impermeable and bunded area (minimum capacity of 110% of the capacity of the containers, which includes 10% more capacity than is needed). Any plant, machinery or vehicles will be inspected before every use and maintained to ensure they are in good working order and clean for use in a sensitive environment. This maintenance is to take place off site if reasonably practicable or, if on-site, only at designated areas, such as within the Site compounds. Only decommissioning equipment and vehicles free of all oil/fuel leaks will be permitted on the site. Drip trays will be placed below static mechanical plant. All washing down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses.	Water quality monitoring of potentially impacted watercourses will be undertaken to ensure that pollution events can be detected against baseline conditions and can be dealt with effectively.	Specific details will be confirmed in detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	All refuelling, oiling and greasing of plant will take place above drip trays or on an impermeable surface which provides protection to underground strata and watercourses, and away from drains as far as reasonably practicable. Vehicles will not be left unattended during refuelling. As far as reasonably practicable, only biodegradable hydraulic oils will be used in equipment working in or over watercourses. All fixed plant used will be self-bunded. Mobile plant is to be in good working order, kept clean, fitted with absorbent plant 'nappies' at all times and are to carry spill kits. The WMP (which will be produced pre-decommissioning but updated as necessary) will include details for pollution prevention and will be prepared and included alongside the detailed DEMP. Spill kits and oil absorbent material will be carried by mobile plant and located at high risk locations across the Scheme and regularly topped up. All decommissioning workers will receive spill response training and tool box talks. The area of decommissioning will be secured to prevent any vandalism that could lead to a pollution incident. Waste/debris are to be prevented from entering any surface water drainage or water body.		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Surface water drains on public roads trafficked by plant or within the decommissioning compounds will be identified and, where there is a risk that fine particulates or spillages could enter them, the drains will be protected (e.g. using covers or sand bags etc.) or the road regularly cleaned by road sweeper. Suitable facilities for concrete wash water (e.g. geotextile wrapped sealed skip, container or earth bunded area) will be adequately contained, prevented from entering any drain, and removed from the Site for appropriate disposal at a suitably licensed waste facility (if it is not possible to connect to the public sewer).		
Temporary changes in flood risk from changes in surface water runoff and exacerbation of localised flooding, due to deposition of silt, sediment in drains, and ditches. Changes in flood risk due to the decommissioning of Scheme components,	Management of flood risk: Topsoil and other decommissioning materials will be stored outside of the 1 in 100 year floodplain extent, where feasible. If areas located within Flood Zone 2/3 are to be utilised for the storage of decommissioning materials, this will be done in accordance with the applicable flood risk activity regulations, if required. Connectivity will be maintained between the floodplain and the adjacent watercourses, with no changes in ground levels within the floodplain as far as reasonably practicable. During the decommissioning phase, the Principal Contractor will monitor weather forecasts on a monthly, weekly and daily basis, and plan works accordingly. For example, works in the channel of any watercourse will	Specific details will be confirmed in detailed DEMP(s).	Specific details will be confirmed in detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
which may alter runoff from the Site.	be avoided or halted were there to be a significant risk of high flows or flooding. The decommissioning laydown area site office and supervisor will be notified of any potential flood occurring by use of the Floodline Warnings Direct or equivalent service. Details of the response to an impending flood will include: A 24-hour availability and ability to mobilise staff in the event of a flood warning will be maintained. All plant, machinery and material will be capable of being mobilised in a flood for the duration of any holiday close down period where there is a forecast risk that the Site may be flooded. Details of the evacuation and Site close down procedures will be displayed in the Site office. Arrangements for removing any potentially hazardous material and anything capable of becoming entrained in floodwaters, from the temporary works areas will be established. The Principal Contractor will sign up to Environment Agency flood warning alerts and describe in the Emergency Response Plan the actions it will take in the event of a flood event occurring. These actions will be hierarchical meaning that as the risk increases the		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Principal Contractor will implement more stringent protection measures. If water is encountered during any below ground decommissioning, suitable dewatering methods will be used. Any groundwater dewatering required in excess of the exemption thresholds will be undertaken in line with the requirements of the Environment Agency (under the Water Resources Act 1991)[32] and the Environmental Permitting Regulations 2016[33] or the equivalent legislation at the time, including any license exemptions and Regulatory Position Statements prevailing at the time. Safe egress and exits are to be maintained at all times when working in excavations. When working in excavations, a safety foreman is to be present at all times. An 8m buffer from the EA land ownership boundary in Land Parcel A will be maintained and access provided to the EA for the maintenance of the Crowland and Cowbit Washes Flood Storage Reservoir.		

[32] The Water Resources Act 1991. Available at: https://www.legislation.gov.uk/ukpga/1991/57/contents [Accessed 13/10/2025]

[33] The Environmental Permitting (England and Wales) Regulations 2016 Available at: https://www.legislation.gov.uk/uksi/2016/1154/regulation/12/2018-04-18 [Accessed 13/10/2025]

Table 3-8: Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Details with respect to mitigation measures relevant to human health, including minimising severance and amenity impacts on relevant receptors, are set out in the following tables: Air Quality (Table 3-2), Landscape and Visual (Table 3-9), Noise and Vibration (Table 3-10), Socio-Economics and Land Use (Table~~Table~~ 3-11), and Transport and Access (Table 3-12). Relevant mitigation measures are also set out in; **Outline Public Rights of Way Management Plan (PRoW-MP)** (Doc. Ref. 7.15) **Outline Landscape and Ecology Management Plan (OLEMP)** (Doc. Ref.7.16) Relevant enhancement measures are set out in: **Outline Skills, Supply Chain and Employment Plan** (Doc Ref 7.17).			

Table 3-9: Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Direct, physical changes to the landscape associated with the visibility of decommissioning activities on receptors.	The **Outline Landscape and Ecology Management Plan (OLEMP)** (Doc Ref. 7.16) submitted alongside the DCO Application sets out the measures proposed to mitigate the potential impacts and effects on landscape (and biodiversity) features, and to enhance the landscape and biodiversity value of the Order Limits (i.e. the green infrastructure). Areas of habitat and biodiversity mitigation and enhancement, as well as permissive paths delivered as part of the Scheme would remain up until the land is returned to the previous landowners. Following this, the	To be confirmed in the DEMP(s).	Specific responsibilities will be confirmed in the DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	landowners would choose how the land is to be used and managed. The following measures to minimise impacts from decommissioning works would apply. Screening: Existing vegetation along the boundary of the Scheme will be retained and managed where reasonably practicable to ensure its continued presence and to aid the screening of low-level views. Site Management: Ensuring a tidy and neat working area, covering stockpiles and storing topsoil in accordance with good practice measures as detailed in this ODEMP. Tree Protection: All decommissioning works to be in line with Wildlife and Countryside Act 1981 (or equivalent). Any hedgerow removal that may be required as part of decommissioning works are to be carried out in line with the provisions in the **Draft DCO** (Doc Ref. 3.1) and (where applicable) the latest regulations at the time of decommissioning. Tree works will be undertaken in accordance with the **ES Appendix 12-8: Arboricultural Impact Assessment** (Doc Ref. 6.3). Should the requirement for additional tree		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	works be identified, this will be discussed with the Project Arboriculturist and no works will be undertaken without the prior consent of the relevant Local Planning Authority. Where works in close proximity to retained trees cannot be practically avoided, these works will be undertaken in accordance with good practice guidance relevant at the time (currently defined in British Standard (BS) 5837: 2012 Trees in relation to design, demolition and construction[34] and Recommendations and National Joint Utilities Group (NJUG) Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees[35]); and All necessary protective measures, such as fencing or ground protection, will be installed prior to the commencement of decommissioning works and will be approved in advance by the Project Arboriculturist. Lighting Strategy: Temporary site lighting during decommissioning required to enable safe working during decommissioning in hours of darkness will be designed as far as reasonably practical		

[34] BSI (2012). BS 5837:2012 Trees in Relation to Design, Demolition and Construction.

[35] The National Joint Utilities Group (NJUG) (2007). Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	so as not to cause a nuisance outside of the Order Limits. Standard best practice measures will be employed to minimise light spill, including glare during decommissioning; Lighting would utilise directional fittings to minimise outward light spill and glare (e.g. via the use of light hoods/cowls which direct light below the horizontal plane, preferably at an angle greater than 20° from horizontal); Lighting would be directed towards the middle of the Site rather than towards land outside of the Order Limits.		

Table 3-10: Noise and Vibration

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Ground-borne vibration due to decommissioning activities potentially causing annoyance at Noise Sensitive Receptors (NSR). Decommissioning traffic, plant and	Mitigation measures will be put into place to ensure that noise and vibration associated with the decommissioning phase is minimised at all times. 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; including, as appropriate: Ensuring that all appropriate processes, procedures and measures are in place to minimise noise before works begin and throughout the decommissioning programme.	A decommissioning noise monitoring scheme shall be developed in the detailed DEMP. The detailed DEMP would also set out a scheme for the provision of monthly reporting information during	The overall responsibility will be with the Principal Contractor. Specific responsibilities will be confirmed in the detailed DEMP(s).

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
machinery noise at nearby NSR.	All contractors to be made familiar with current legislation and the guidance in BS 5228 (Parts 1 and 2)[36] (or relevant guidance at the time) which will form a prerequisite of their appointment. Where reasonably practicable, noise and vibration are controlled at source (e.g. the selection of inherently quiet plant and low vibration equipment), review of the decommissioning programme and methodology to consider quieter methods, consideration of the location of equipment on-site and control of working hours. Use of modern plant, complying with applicable UK noise emission requirements. Hydraulic techniques for breaking concrete or rocks to be used in preference to percussive techniques, where reasonably practicable. Drop heights of materials will be minimised. Plant and vehicles will be sequentially started up rather than all together. Use of screening locally around significant noise producing plant and activities.	decommissioning to and 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. Noise complaints will be monitored and reported to the Applicant for immediate investigation and action. A display board will be installed on-site, and a website will be set up. These will include contact details for the Community Liaison Officer or alternative with whom nuisance or	

[36] BSI (2014). Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and Part 2: Vibration.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Regular and effective maintenance by trained personnel will be undertaken to keep plant and equipment working to manufacturer's specifications. All decommissioning plant and equipment to be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use. Loading and unloading of vehicles, dismantling of site equipment or moving equipment or materials around the Order Limits to be conducted in such a manner as to minimise noise generation, as far as reasonably practicable. All vehicles used on-site shall incorporate reversing warning devices as opposed to the typical tonal reversing alarms to minimise noise disturbance, where reasonably practicable. Provision of information to the relevant local authority and local residents to advise of potential noisy works that are due to take place. Unnecessary revving of engines will be avoided, and equipment will be switched off when not in use. Plant will always be used in accordance with manufacturers' instructions. Care will be taken to site equipment away from noise-sensitive areas. Where reasonably practicable, loading and unloading will also be carried out away from such areas.	complaints can be lodged. A logbook of complaints will be prepared and managed by the Site Manager. Section 61 consents (or equivalent at the time of the works) would be obtained where noisy works are anticipated by the appointed Principal Contractor or work outside of core hours is required. The Section 61 consent 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.	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	Depending on the location, plant and timing of works, temporary acoustic fencing will be installed around noise generating plant, as reasonably practicable, to screen receptors from noise emissions. The effect of noise and vibration on nearby sensitive receptors can be minimised through a good communication strategy. Prior to decommissioning works being undertaken, liaison will be undertaken with occupiers of sensitive receptors that may be adversely affected by decommissioning noise and vibration. For Peak Particle Velocity (PPV) vibration levels anticipated to exceed 1.0 mm/s, prior warning will be provided on the timings and duration of vibration generating activities.		

Table 3-11: Socio-Economics and Land Use

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Disruption to local residents, businesses and community facilities due to severance associated with traffic. Creation of jobs, including for local	Mitigation and management measures for construction works relating to Transport and Access are included in Table 3-12. **Outline Skills, Supply Chain and Employment Plan** (Doc Ref 7.17) sets out measures to maximise benefits for local residents and businesses, including any proposed employment or skills schemes.	As set out in the Transport and Access section (Table 3-12~~Table 3-12~~) of this ODEMP. As set out in the **Outline Skills, Supply Chain and Employment Plan** (Doc Ref 7.17).	As set out in the Transport and Access section (Table 3-12~~Table 3-12~~) of this ODEMP. As set out in the **Outline**

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
workers living with a 60-minute drive time.			**Skills, Supply Chain and Employment Plan** (Doc Ref 7.17).

Table 3-12: Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Increased severance, congestion, fear and intimidation to pedestrians and cyclists associated with the increase in HGV and LGV movements. Disruption to the surrounding highway network associated with Abnormal Indivisible Loads (AILs). Increased congestion and driver delay due to travel to and from the Scheme by decommissioning staff.	A Decommissioning Traffic Management Plan (DTMP) will be developed by the Principal Contractor prior to decommissioning in consultation with the LPAs. This will include a Decommissioning Worker Travel Plan (DWTP) to utilise sustainable modes of transport for journeys to and from the site. Both the DTMP and DWTP will use, as their starting point, the measures detailed in **Outline CTMP** (Doc Ref. 7.13) updated to reflect the circumstances prevailing during the period in which decommissioning is to be carried out. Detailed DEMP(s) will confirm PRoWs affected and management measures in consultation with the LPA, in accordance with the decommissioning method adopted. Mitigation measures will include: • Providing suitable points of access for decommissioning vehicles to accommodate swept	There will be monitoring of HGVs, staff vehicles travelling to and from the Order Limits, together with safety monitoring at specific locations, which will be detailed in the DTMP.	The overall responsibility will be with the Principal Contractor. Specific responsibilities will be confirmed in the DTMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Increase in delay to vehicles, pedestrians, cyclists and equestrians due to an increase in vehicle movements and a reduction in pedestrian/ cycle amenity. Change in route connections and amenity for pedestrians, cyclists and equestrians due to the Scheme.	paths and designed with adequate visibility, with any supporting improvements (e.g. vegetation clearance) to take place within the highway boundary and/ or the Order limits if required; • Providing an internal access track to facilitate the construction of the Grid Connection Route; • Providing sufficient protection/separation between existing PRoW and decommissioning routes where necessary; • Restricting HGV movements and abnormal loads to certain routes (see HGV Routing Plan in **ES Figure 15-3** and Abnormal Load Routing Plan in **Figure 15-4** (Doc. Ref. 6.2)); • Minimising HGV movements during certain times of the day (e.g. between 07:00 and 09:00, as well as between 17:00 and 19:00), to avoid increasing traffic levels on the surrounding highway network during the SRN network peak hours (defined by National Highways as 08:00 – 09:00 and 17:00 – 18:00); • Implementing a Delivery Management System to control the bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routing; • 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		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	routing plan/ delivery hours and to communicate any issues to the relevant suppliers to ensure the correct routes and times are followed; • Developing a communications strategy including regular meetings with contractors 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 staff to car share to reduce single occupancy car trips, by promoting the benefits of car sharing such as reduced fuel costs and by providing dedicated parking spaces for those car sharing within the compounds. A formal Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from site; • Providing sufficient (but limited) on-site car parking within the construction compounds to accommodate the expected peak parking demand of construction staff within the site; • Implementing local off-site highway improvements to accommodate decommissioning vehicles and abnormal loads travelling to the Scheme e.g. carriageway widening, pavement protection, removal of street furniture, vegetation clearance including overhanging trees and lifting overheard cables if required;		

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	• Positioning of suitably qualified banksmen at the proposed accesses for the Scheme and at internal crossing points, to allow all vehicle arrivals and departures to be safely controlled during the decommissioning period; • Providing sufficient cycle parking spaces within the site to encourage construction staff to travel by bicycle where viable. The number of spaces provided will be dependent on the compound design; • Should it be necessary, access for emergency vehicles will be achievable via all proposed construction and operational accesses; • A specialised haulage service will be employed to allow abnormal loads to transfer components with the necessary escort, permits and traffic management, with the applicant consulting with the relevant highways authorities to ensure the correct permits are obtained. The Police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003.		

Table 3-13: Utilities

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Potential interference with existing utility infrastructure above and below ground caused as a result of decommissioning works.	Measures to minimise the risk of damage to utilities during decommissioning will involve: Infrastructure that crosses the Scheme will be mapped and avoided, where reasonably practicable. Where existing utilities cannot be avoided or where works are required within or across the easement zones of these utilities, consultation and agreement of decommissioning methods and any mitigation requirements will be sought with the relevant statutory undertakers prior to works commencing in accordance with the protective provisions included in the **Draft DCO** (Doc Ref. 3.1). Ground penetrating radar, trial trenching or other appropriate techniques will be used before excavation to identify any known and unknown utilities. 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.	No monitoring required.	To be included in the detailed DEMP(s).

Table 3-14: Other Environmental Topics - Major Accidents and Disasters

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
Major Accidents and Disasters relating to the decommissioning phase.	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of police, emergency services and hospitals will be publicised and included in the Site induction. The relevant risk assessments for safety during decommissioning will be required and produced by the Principal Contractor prior to decommissioning, which will be implemented to minimise the risk of accidents and disasters on-site.	No monitoring required.	To be included in the detailed DEMP(s).

Table 3-15: Other Environmental Topics - Materials and Waste

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
The creation of waste during decommissioning. Potential for waste to impact on sensitive receptors (humans, wildlife and controlled waters) if not stored and managed appropriately.	During decommissioning, the Scheme will prioritise waste prevention, followed by preparing for reuse, recycling and recovery and lastly disposal to landfill as per the waste hierarchy. All management of waste will be 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.	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded through the DRMP. A register of all waste loads leaving the Order Limits will be maintained to provide a	The overall responsibility will be with the Principal Contractor. Specific responsibilities will be confirmed in the DEMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements	Responsibility
	The detailed DEMP will set out: • The waste streams that will be generated; • How the waste hierarchy will be applied to these wastes; • Good practice measures for managing waste; and • Roles and responsibilities for waste management. • The DEMP will set a waste recovery target. The DEMP will use, as its starting point, the measures detailed in **Outline Site Waste Management Plan (OSWMP)** (Doc Ref. 7.19), updated to reflect the circumstances prevailing during the period in which decommissioning is to be carried out.	suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.	

4. Complementary Plans and Procedures

4.1.1. In addition to this ODEMP, the following plans submitted with the DCO Application provide requirements for the decommissioning works:

- **Outline Soil Management Plan (OSMP)** (Doc Ref. 7.14);
- **Outline Public Rights of Way (PRoW) Management Plan** (Doc Ref. 7.15);
- **Outline Landscape and Ecology Management Plan (OLEMP)** (Doc Ref. 7.16); and
- **Outline Skills, Supply Chain and Employment Plan (OSSCEP)** (Doc Ref. 7.17).

4.1.2. A suite of complementary environmental plans and procedures for the decommissioning phase will be developed alongside the DEMP. These plans and procedures will build on the principles and procedures set out in this ODEMP and described in the ES. These supporting and supplementary plans and procedures will be clearly outlined in the DEMP(s) and cross referenced. As set out in sections above, these will include (but not be limited to):

- Emergency Response Plan;
- Dust Management Plan;
- Water Management Plan;
- Archaeological Mitigation and Management Strategy; and
- Decommissioning Traffic Management Plan.

4.1.3. These plans and procedures will build on the principles and procedures set out in this ODEMP and described in the ES. These supporting and supplementary plans and procedures will be clearly outlined in the detailed DEMP(s) and cross referenced.

5. Implementation and Operation

5.1.1. The DEMP(s) will set out all roles, responsibilities and actions required in respect of implementation of the measures described in this ODEMP, 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

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

6.1.2. As part of the monitoring process, the Principal Contractor will allocate a designated Environmental Manager, who will be present on-site throughout the decommissioning phase and when new activities are commencing. The Environmental Manager will observe site activities and report any deviations from the DEMP(s), along with the action taken and general conditions at the time. The Applicant will be informed of any deviations from the DEMP(s) as soon as possible following identification of such issues. The Environmental Manager will also act as day-to-day contact with relevant local authorities and other regulatory agencies, such as the Environment Agency.

6.1.3. During decommissioning, the Environmental Manager will conduct walkover surveys to ensure all requirements of the DEMP(s) are being met. Action from these surveys will be documented on an Environmental Action Schedule, discussed with the Site Manager for programming requirements and issued weekly for actioning.

6.1.4. The Environmental Manager will arrange regular formal inspections to ensure the requirements of the DEMP(s). After completion of the works, the Environmental Manager will conduct a final review.

6.2. Records

6.2.1. The Environmental Manager / Project Manager will retain records of environmental monitoring and implementation of the DEMP(s). This will allow

provision of evidence that the DEMP(s) is being implemented effectively. These records will include:

- Environmental Action Schedule;
- Licences and approvals;
- Results of inspections by Environment Manager/ Project Manager;
- Other environmental surveys and investigations; and
- Environmental equipment test records.

6.2.2. The DEMP(s) 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 local authorities following completion of decommissioning. This will summarise the monitoring process, observed deviations from the DEMP(s) and the corrective actions taken.

6.3. Management Review

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