THE DROVES
SOLAR FARM

The Droves Solar Farm

outline Decommissioning Strategy

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1 Introduction

1.1 Background

1.1.1 This document provides the outline for the Decommissioning Statement (DS) for The Droves Solar Farm (hereafter referred to as 'the Scheme').

1.1.2 A Development Consent Order (DCO) would provide the necessary authorisations and consents for the Scheme which comprises the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating station and associated development comprising Battery Energy Storage System (BESS), a Customer Substation, and Grid Connection Infrastructure, including a new National Grid Substation. The Scheme would allow for the generation and export of over 50MW Alternating Current (AC) of renewable energy, connecting into the National Electricity Transmission System (NETS) overhead line that passes through the Site.

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

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

1.1.5 The aim of this oDS is to demonstrate how the mitigation measures relevant to decommissioning activities included ES will be implemented. It also sets out the monitoring and auditing activities designed to ensure that such mitigation measures are carried out and effective. This document does not address construction or operational activities, which would be subject to separate environmental management plans and procedures (i.e., the **outline Construction Environmental Management Plan (oCEMP) [APP/7.6]** and **outline Operational Environmental Management Plan (oOEMP) [APP/7.8]**).

1.1.6 This oDS is designed with the objective of ensuring compliance with the relevant environmental mitigation measures set out within the ES. This document provides the likely structure of, and some outline information relevant to, the detailed DS. The detailed DS will be produced in line with this oDS following the grant of the DCO when the Scheme is due to be decommissioned. It will then be submitted to Breckland Council (BC) for

approval, in accordance with Requirement 20 of the **draft Development Consent Order (draft DCO) [APP/3.1]**.

1.1.7 The nature of the decommissioning activities and potential for likely significant effects would be similar to construction. The detailed DS will therefore include similar measures to those included in the **outline Construction Environmental Management Plan (oCEMP) [APP/7.6]** submitted with this DCO Application, covering issues such as transportation methods, pollution prevention, and noise management.

1.1.8 The key elements of the oDS are:

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

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

1.1.10 It is noted that multiple detailed DS(s) may be prepared, approved, and implemented for specific works, for example separate DS(s) may be prepared for the Solar PV Site and the Customer Substation. Within this document, ‘detailed DS’ is defined to collectively refer to all detailed DS(s) which may be prepared.

1.1.11 The appointed contractor(s) will be responsible for working in accordance with the environmental controls documented in the detailed DS which will be prepared in accordance with this oDS, as a requirement of the DCO. The overall responsibility for implementation of the detailed DS will lie as a contractual responsibility to the Applicant, as the Applicant is ultimately responsible for compliance with Requirement 20 of the **draft DCO [APP/3.1]**.

1.2 The Applicant

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

1.2.2 IGP has successfully delivered nearly 40 solar projects worldwide that have generated more than 3 GW of energy capacity. This includes 21 solar projects in the UK. These range in size from below 5 MW to Nationally Significant Infrastructure Projects (NSIPs) such as Cottam, currently the UK's largest consented solar project. Cottam will generate 600 MW of clean, renewable and secure electricity and includes 600 MW of Battery Storage that will store then release energy as needed.

1.2.3 IGP's mission is to deliver renewable energy solutions that create lasting value for the communities they serve, protecting the environment while fostering economic growth and energy independence.

1.3 The Scheme

1.3.1 The Scheme would be located within the Order limits, also referred to as 'the Site'. The Order limits contain all elements of the Scheme comprising the Solar PV Site, the Customer Substation, the National Grid Substation, BESS, Grid Connection Infrastructure, Mitigation and Enhancement Areas, and the Highway Works (shown in **ES Figure 3.2: The Order limits [APP/6.3]** are described further in **ES Chapter 3: Order limits and Context [APP/6.1]**).

1.3.1 Highway Works are sections of the highway network that will contain localised improvements, such as improvements to road edge where it is deteriorated, or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries. These areas will support the movement of construction vehicles on narrower sections of the local highway network within parts of the construction vehicle routes to the Site (refer to **ES Chapter 9: Transport and Access [APP/6.2]**).

1.3.2 Further details of the Site and the Scheme are presented in **ES Chapter 5: The Scheme [APP/6.1]**. The **Design Principles, Parameters and Commitments [APP/5.8]** set out the maximum parameters which will be met by the contractor and Applicant.

2 Decommissioning Environmental Management

2.1.1 Decommissioning is expected to take between 12 and 24 months, and for the purposes of the assessment, is expected to occur after the 60-year design life of the Scheme in 2093.

2.1.2 When the operation phase ends, the Solar PV Site would be decommissioned and the land returned to the landowner. All PV panels, Mounting Structures, Cabling (not including the Grid Connection Infrastructure), Conversion Units / 33kV Sub-distribution Switch Rooms, BESS, Customer Substation, and Ancillary Buildings would be removed from within the Solar PV Site and recycled or disposed of in accordance with good practice and market conditions at that time. This will include the areas of agricultural land where the soil health, quality and structure may have improved, and the established habitats. Foundations and other below ground infrastructure will be dug and buried respectively to –1.2m below the surface to enable future ploughing. Any piles would be removed.

2.1.3 The National Grid Substation and the Grid Connection Infrastructure would remain in situ. Mitigation planting specifically required to support the location of the National Grid Substation, as identified on the Construction Masterplan, would be handed over to National Grid who would be responsible for its maintenance and management.

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

2.1.5 The mode of removing the Cabling would be dependent upon government policy and good practice at that time. Currently, the most environmentally acceptable option is leaving the cables in situ, as this avoids disturbance to overlying land and habitats and to neighbouring communities. Alternatively, the cables can be removed by opening up the ground at regular intervals and pulling the cable through to the extraction point, leaving the ducting and jointing bays in place, avoiding the need to open up the entire length of the cable route

2.1.6 Some soil profiling may be required, and the land will be contoured in agreement with the landowner and in accordance with this oDS, approximately similar to the current topography. Excavations will be backfilled, using appropriate imported soil if required, otherwise with soil sourced on site, using appropriate soil management techniques as set out in the detailed Decommissioning Strategy. Areas where grass does not exist because of the footprint of the previous infrastructure (e.g. the BESS and Customer Substation) shall be reseeded with suitable native species, in liaison with the landowner and in accordance with the detailed DS.

2.2 Decommissioning Programme

2.2.1 Decommissioning is expected to take between 12 and 24 months. Further details regarding the sequence and programme of decommissioning will be provided in the detailed DS, including timescales and transportation methods which would be agreed in advance with the relevant LPA, as secured through a requirement in the DCO.

2.3 Working Hours

2.3.1 The core working hours will be agreed via the detailed DS and in accordance with best practice at the time of decommissioning. For the purpose of the oDS, core working hours are defined as:

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

2.3.2 Where practicable, construction vehicle movements associated with decommissioning would be coordinated to avoid HGV movements during the traditional network peak morning (08:00 to 09:00) and peak afternoon (17:00 to 18:00) hours. In addition, construction worker shift patterns during decommissioning will be coordinated to avoid travel during the network peak hours. The traffic management mitigation measures set out in the **outline Construction Traffic Management Plan (oCTMP) [APP/7.7]** are also applicable to decommissioning and will be secured via a requirement in the DCO.

2.4 Control of Noise

2.4.1 It is expected that decommissioning works will be undertaken in accordance with the best practicable means (as defined in Section 72 of the Control of Pollution Act 1974 [Ref. 9]), to minimise noise and vibration effects. Noise control measures will be consistent with the recommendations of the current version of BS 5228 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' – 'Part 1: Noise' and 'Part 2: Vibration' (BS 5228- 1:2009+A1:2014 and BS 5228-2:2009+A1:2014) **(Ref. 9)**.

2.4.2 Where on-site works are to be conducted outside the core working hours, it is intended that the Applicant will voluntarily apply for Section 61 consent under the Control of Pollution Act 1974 [Ref. 9], and the contractor will comply with any restrictions agreed with the relevant planning authority through that process, in particular regarding the control of noise and traffic. Compliance with these noise limits will ensure adverse effects are unlikely. Abnormal or emergency construction traffic movements may occur outside of normal working hours. In the event of these occurrences, specific noise mitigation

measures will be put in place to reduce potential noise impacts at nearby noise sensitive receptors.

2.5 Control of Light

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

2.5.2 Between the months of November and February inclusive, where lighting is considered essential, temporary site lighting in the form of mobile lighting towers will be positioned to ensure that light is directed onto the area of works only with as minimal light spillage onto the hedgerows/woodland as practicable during decommissioning. The use of LED lighting and cowls, hoods and other similar screens will be adopted. Any working-area lighting requirements will be discussed and reviewed with the Ecological Clerk of Works (EcoCOW).

2.5.3 The following principles for lighting will be adhered to:

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

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

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

2.6 Traffic Management and Parking Provision

2.6.1 The traffic management mitigation measures set out in the **oCTMP [APP/7.7]** are also applicable to decommissioning.

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

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

2.6.4 During the decommissioning phase, the Landowner will maintain pedestrian and vehicular use of the existing farm tracks within the Order limits to allow continued maintenance of existing woodland. The Landowner is granted access to woodland parcels that don't lie immediately adjacent to the existing farm tracks. Indicative access routes to woodland parcels that do not lie immediately adjacent to the existing farm tracks are illustrated in **oLEMP Appendix 1: Green Infrastructure Strategy Plans [APP/7.11]**.

2.7 Recovery, Recycling and Disposing of Waste

2.7.1 The Contactor will separate the main waste streams on-site, prior to transport to an approved, licensed third party Waste Management Facility for recovery, recycling or disposal. The wastes generated at decommissioning will primarily be the electrical components of the Solar PV Site, Customer Substation, BESS, PV Panels, and fencing. Prior to the decommissioning works commencing, a detailed DS will be prepared which will provide a waste estimate, and specify key responsibilities, reporting and auditing requirements and waste recovery targets.

2.7.2 Waste Duty of Care will be ensured with respect to all waste generated within the Order limits. All waste to be removed from the Order limits will be undertaken by fully licensed waste carriers and taken to suitably licensed waste management facilities and managed in line with the requirements of the Waste (England and Wales) Regulations (2011) **(Ref. 5)** and the Hazardous Waste (England and Wales) Regulations (2005) (as amended) **(Ref 6)**. The Scheme will apply the waste management hierarchy, in priority order: prevention, preparation for reuse, recycle, other recovery and disposal.

2.8 Security

2.8.1 Security during decommissioning will be managed by the contractor. The Perimeter Fencing will remain in place throughout the duration of the decommissioning works within each Solar PV Site and be the last element of infrastructure to be removed. It is anticipated

that the perimeter CCTV system will be one of the last elements to be decommissioned, and that temporary CCTV may also be installed at strategic locations for example to monitor decommissioning compounds and accesses.

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

2.9 Good Practice

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

2.10 Public Communication and Liaison

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

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

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

3 Mitigation and Monitoring – Solar PV Site, BESS and Customer Substation

3.1 Purpose

3.1.1 This section of the oDS sets out the mitigation measures to be included as a minimum in the detailed DS, pertaining to the Solar PV Site, BESS and Customer Substation. It also sets out monitoring requirements and the responsible party identified for each mitigation measure or monitoring requirement. This section will be updated and developed following consent as part of the preparation of the detailed DS.

3.1.2 It is assumed all mitigation is in line with the regulations and guidance at the time when decommissioning is undertaken which is anticipated to commence in 2093. The following tables present likely mitigation based on present baseline information against current legislation. All mitigation will need to be reviewed and updated prior to decommissioning against the baseline environment at that time.

3.2 Landscape and Visual

Table 1 Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Landscape and Visual effects on sensitive receptors	The **outline Landscape and Ecological Management Plan (oLEMP) [APP/7.11]** accompanies this DCO Application and sets out the measures proposed to mitigate the potential impacts and effects on landscape (and ecological) features, and to enhance the landscape and biodiversity value of the Site (i.e. the Green Infrastructure). The decommissioning phase measures contained within the detailed LEMP, which is to be prepared in accordance with the **oLEMP [APP/7.11]** submitted with this DCO Application, are to be adhered to in addition to those within the detailed DS, which is to be prepared in accordance with this oDS. The buffers and offsets from existing landscape features, detailed in Table 5.2 of **ES Chapter 5: The Scheme [APP/6.1],** have been embedded into the design of the Scheme and will be respected with the exception of where Access Tracks, perimeter fencing and/or Cabling are required to cross an existing feature. The following measures will be adhered to during the decommissioning phase: • The use of visual screening, such as hoardings, would be implemented for more sensitive visual receptors in proximity to the Site, including residential and PRoW receptors that have the greatest potential to be affected by the Scheme	To be detailed in detailed DS.

	• Ensuring a tidy and neat working environment and covering stockpiles in accordance with best practice measures; and • Good practice measures would be employed to minimise light spill. • Temporary lighting during decommissioning required to enable safe working in the hours of darkness would be designed as far as reasonably practical to avoid light spill onto areas beyond the Site. Decommissioning lighting would include directional fittings and would be restricted to the working hours set out in **ES Chapter 5: The Scheme [APP/6.1]**; and • Construction works which create dust would be kept to a minimum within proximity to existing pedestrian routes and residential properties, and dust prevention measures, such as damping, would be undertaken to reduce the impact on users of the PRoW network.	
Amenity and Recreation Impacts	A total of 5 crossing points (associated with access to Fields 27, 30, 31, 34,16, 9, 12, 13, 11 and 14) for internal Access Tracks across existing PRoW require diversion during the decommissioning phase. These crossing points will be overseen by spotters or banksmen for HGVs. Where closures are deemed to be necessary, these will be prioritised for overnight work, will be temporary in nature and supported by appropriate amount of notice and suitable diversions. Any diversions to routes will be appropriately signed, and the duration and length of diversions will be optimised to minimise impacts on accessibility and desirability.	None required.

3.3 Ecology and Biodiversity

Table 2 Ecology and Biodiversity

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Potential for obtrusive glare and light spill to impact on ecology. Potential for spillages to enter watercourses and impact ecology. Clearance or damage of habitat to facilitate construction – resulting in temporary or permanent reduction in habitat extent and potential direct and indirect effects on associated species. Dust deposition on sensitive ecological receptors.	The **oLEMP [APP/7.11]** accompanies this DCO Application and sets out the measures proposed to mitigate the potential impacts and effects on landscape (and ecological) features, and to enhance the landscape and biodiversity value of the Site (i.e. the Green Infrastructure). The decommissioning phase measures contained within the detailed LEMP, which is to be prepared in accordance with the **oLEMP [APP/7.11]** submitted with this DCO Application, are to be adhered to in addition to those within the detailed DS, which is to be prepared in accordance with this oDS. The buffers and offsets from existing landscape features, detailed in Table 5.2 of **ES Chapter 5: The Scheme [APP/6.1]**, have been embedded into the design of the Scheme and will be respected with the exception of where Access Tracks, perimeter fencing and/or Cabling are required to cross an existing feature. All decommissioning works will be carried out in line with the Wildlife and Countryside Act 1981, the Natural Environment and Rural Communities Act 2006, and The Conservation of Habitats and Species Regulations 2017 (or equivalent legislation at the point of decommissioning). Standard management measures will be implemented to prevent pollution incidents, minimise effects on ecology from noise and	To be confirmed in detailed DS.

	vibration, and prevent and minimise dust creation and air pollution. These management measures are likely to be the same as those contained within the **oCEMP [APP/7.6]**, but will include restrictions on working in proximity to important habitats (by buffering and protective fencing), precautions to take during periods of prolonged dry or wet weather, restrictions on the use and storage of chemicals, oils and fuels, and the avoidance of sediment runoff and use of sediment barriers near to ditches and watercourses. Precautionary working method statements concerning the above actions would be produced and implemented. No more than twelve months prior to decommissioning commencing, land within the Order limits will be visited by an appropriately qualified ecologist to identify any ecological constraints arising from decommissioning activities. Further surveys, mitigation and/or compensatory measures may then be required in line with prevailing guidance. As a minimum, an extended UK Habitat Classification Walkover Survey (or equivalent) is considered likely to be required to identify the potential presence of protected species and important habitats. Based upon current (2025) legislative protection, protected species which could be directly impacted by decommissioning activities would include badgers, water vole, otter, great crested newt, reptiles and breeding birds. Further surveys to identify the use of the land within the Order limits by these receptors would therefore also be expected as a minimum. Any mitigation measures undertaken at the point of decommissioning aimed at maintaining ecological value of the Solar PV Site should take account of changes in ecological objectives that have occurred over the operational phase. In particular, changes in	

	ecological conditions both within the Order limits and on a national scale as a result of climate change (and other factors) may result in new ecological objectives that cannot at the current time be reasonably foreseen. The following standard additional mitigation measures are put in place during the decommissioning phase: • Prior to works commencing, a land contamination investigation will be undertaken to identify any potential sources of contamination and advise on appropriate safeguards to be implemented during works • Erection of tree protection fencing around retained woody vegetation, hedgerows and trees in accordance with BS5837:2012 • Erection of temporary fencing around works areas, protecting retained habitats of ecological value • Damping down of potential sources of dust; and • Implementation of engineering safeguards as part of works to control surface water run-off and avoid contamination of receptors. This could include measures such as the use of a temporary silt traps in order to form an intercept for silt and other potential pollutants. A number of general additional safeguarding measures will be adhered to in relation to faunal species: • All contractors will be briefed as to the possible presence of protected and notable faunal species within the Site, with particular reference to the implications of legislation and licensing	

	• Any trenches or deep pits within the Site that are to be left open overnight will be provided with a means of escape should a Badger or other mammal enter. This could simply be in the form of a roughened plank of wood placed in the trench as a ramp to the surface. This is particularly important if the trench fills with water • Any trenches/pits will be inspected each morning to ensure no animals have become trapped overnight • The storage of topsoil or other 'soft' building materials in the Site will be given careful consideration. Badgers will readily adopt such mounds as setts. So as to avoid the adoption of any mounds, these will be kept to a minimum and will be subject to inspections by site contractors with consideration given to temporarily fencing any such mounds to exclude Badgers • Food and litter will not to be left within the working area overnight • Storage of chemicals and hazardous materials in line with best practice guidelines, ensuring that they are secure, well away from the Site boundaries and cannot be accessed or knocked over by roaming animals • To minimise adverse effects as a result of lighting during the decommissioning phase, temporary lighting will be minimised, wherever practical. Where required for health and safety, security or other reasons, it will be positioned so as to minimise light spill on to hedgerows and other boundary features; and • Disturbance from noise will be minimised by the adoption of good working practice.	

3.4 Cultural Heritage and Archaeology

Table 3 Cultural Heritage and Archaeology

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Decommissioning phase impacts upon Heritage / Archaeology assets	The decommissioning works are to be undertaken in accordance with the Written Scheme of Investigation (WSI), which is to be prepared in accordance with **ES Appendix 8.7: outline Archaeological Mitigation Strategy [APP/6.4]**. Decommissioning compounds should be located in areas of low sensitivity to both the archaeological resource and the settings of designated heritage assets, and ensuring that minimal below ground disturbance is undertaken in the removal of infrastructure. The following measures will be adhered to during the decommissioning phase: Banksmen must be aware of areas with archaeological assets and will be responsible for ensuring no vehicle/plant movement that could impact the archaeological horizon occurs in these areas. In line with the **Appendix 8.7: outline Archaeological Mitigation Strategy [APP/6.4]** (AMS), a Decommissioning Strategy will be agreed with the Archaeological Advisor to the relevant Local Planning Authority prior to decommissioning, which will be sufficient to safeguard any archaeological remains during the decommissioning phase. The methodology for removal of such measures will include locating the decommissioning compounds in areas of low sensitivity to both the archaeological resource and the settings of designated heritage	Provision for archaeological mitigation and monitoring is detailed in the AMS (**ES Appendix 8.7: outline Archaeological Mitigation Strategy [APP/6.4]**). The AMS must be adhered to during decommissioning phases. All archaeological works will be undertaken by suitably qualified and experienced professional archaeological specialists. All archaeological works will be undertaken in line with national guidance (i.e. Historic England and CIfA guidance). The Archaeological Clerk of works and/or the Archaeological Advisors to the LPAs will monitor the completion of works in

	assets, and ensuring that minimal below ground disturbance is undertaken in the removal of infrastructure. Historic England's Advice Note 15: Commercial Renewable Energy Development and the Historic Environment **[Ref. 12, p.15]** provides the following examples of best practice embedded mitigation measures to be considered during decommissioning, which will be detailed in the DS that will be secured via requirement of the DCO: • The appropriate routing of vehicles (where possible avoiding areas known for their historic character) • Adherence to an agreed approach on activities that generate noise (which can impact on the appreciation of heritage assets nearby); and • The avoidance of any archaeological remains preserved below ground during decommissioning.	accordance with the programme set out in the AMS.

3.5 Transport and Access

Table 4 Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Increased traffic throughout the Study Area that will impact both motorised users and non-motorised users.	A detailed Decommissioning Traffic Management Plan (DTMP) will be produced prior to the commencement of decommissioning activities. In advance of the DTMP being prepared and to set out the principles as to how the decommissioning phase will initially be mitigated and managed, this oDS is submitted with the DCO Application. Details to mitigate impacts from increased decommissioning traffic will be included in the DTMP. The DTMP, which will take into account and is prepared in accordance with the principles of the **oCTMP [APP/7.7]**, will be submitted to and approved by the relevant planning authority or authorities pursuant to a requirement under the DCO. Where measures are secured in the DTMP mitigation measures relevant to the decommissioning phase will not be duplicated in the detailed DS. An **oCTMP [APP/7.7]** has been produced as part of the DCO Application submission, on which the detailed CTMP will be prepared in accordance. The construction phase measures contained within the detailed CTMP are likely to be relevant to the DTMP, and will inform the detailed DS.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS and DTMP.

	The **outline Public Right of Way and Permissive Path Management Plan (oPRoWPPMP) [APP/7.12]** contains measures that will be implemented during the decommissioning phase of the Scheme to mitigate transport impacts on users of PRoW. The decommissioning phase measures contained within the detailed PRoWPMMP are to be adhered to in addition to those within the detailed DS. A Decommissioning Worker Travel Plan will be implemented, to encourage decommissioning workers to travel to the Site via sustainable travel, where practicable. Measures include the provision of a shuttle bus for non-local worker and workers who drive will be encouraged to car share where practicable.	

3.6 Noise and Vibration

Table 5 Noise and Vibration

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Noise and vibration due to decommissioning activities causing annoyance at Noise Sensitive Receptors (NSR). Decommissioning traffic, plant and machinery noise at nearby NSR.	The following Best Practicable Means (BPM) will be applied, as far as reasonably practicable, during decommissioning works to minimise noise and vibration at NSRs, including, neighbouring residential properties and other sensitive receptors arising from decommissioning activities: • Ensuring that all appropriate processes, procedures and measures are in place to minimise noise before works begin and throughout the decommissioning programme • All contractors to be made familiar with current legislation and the guidance in BS 5228:2014 (Parts 1 and 2) which would form a prerequisite of their appointment • When works are taking place within close proximity to sensitive receptors, the screening of noise sources via the erection of temporary screens would be employed where practicable • All decommissioning machinery would be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of silencers • All decommissioning plant and equipment to be properly maintained, silenced where appropriate, operated to prevent excessive noise and switched off when not in use	A decommissioning noise monitoring scheme shall be developed and agreed with the relevant planning authority following appointment of a contractor and prior to commencement of decommissioning works. The detailed DS would also set out a scheme for the provision of monthly reporting information to and from local residents to advise of potential noisy works that are due to take place and for monitoring of noise complaints and reporting to the Applicant for immediate investigation and action. Further details are to be confirmed in the detailed DS.

	• As far as practicable, works will be programmed to avoid noisy operations occurring simultaneously in close proximity to the same sensitive receptor • As far as practicable, decommissioning compounds must be located a minimum of 250m from residential receptors • Adhere to the core working hours of the Scheme which are Monday to Friday 07:00 – 18:00 and between 08:00 and 13:30 on Saturdays; and • Provision of information to the relevant local authority and local residents to advise of potential noisy works that are due to take place.	Section 61 consents would be obtained where noisy works are anticipated by the appointed Principal Contractor or work outside of core hours is required. The Section 61 would form the basis of noise limits and monitoring requirements including monitoring locations, noise monitoring methods and frequency, and the noise control measures to be employed.

3.7 Soils and Agriculture

Table 6 Soils and Agriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts on agricultural land and soils.	The **outline Soil Management Plan (oSMP) [APP/7.13]** contains measures that will be implemented during the decommissioning phase of the Scheme to mitigate transport impacts on soils. The decommissioning phase measures contained within the detailed SMP are to be adhered to in addition to those within the detailed DS. The following measures will be implemented to address impacts on land use and soil: • A record of condition will be carried out (photographic and descriptive) of the working areas that may be affected by the decommissioning activities. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey. • Land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition agreed with the landowner). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, with landowner agreement. Soil management measures will include but not be limited to the following:	Site inspections by a suitably experienced soil scientist to ensure compliance with the detailed SMP and identify any emerging issues.

	• Details of the soil resources present • How the topsoil and subsoil will be stripped and stockpiled • Suitable conditions for when soil handling will be undertaken, for example avoiding handling of waterlogged soil • Indicative soil storage locations • How soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil • Specific measures for managing sensitive soils • Suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works • Approach to reinstating soil, including measures to remove compaction, where required; and • Details of measures required for soil restoration.	
Displacement and exposure of soils Interaction with mine workings and unstable ground	Management of roadways and access to the decommissioning site to minimise issues like dust, sedimentation of waterways, degradation of soil quality, loss of topsoil and surface run off. Management of excavated and imported soils and aggregates would be used in all aspects of decommissioning to avoid fugitive emissions of dust and run off to water courses. Management of any wastes generated by the decommissioning process to make sure of no adverse impacts on receptors.	The Environmental Manager will regularly record compliance in a log book. The detailed DS will detail the frequency. A ground and surface water monitoring plan

	A discovery and inspection strategy would be put in place which details the requirements and procedures for encountering land contamination, should contaminated land be encountered. Any confined space entry, i.e. entry to open trenches or excavations, would be preceded by checks using appropriate instrumentation to detect the presence of methane, carbon dioxide or hydrogen sulphide, or low oxygen conditions. Temporary decommissioning compounds and laydown areas would be appropriately located, designed and managed to make sure that there is minimal risk of fugitive emissions from stored aggregates, materials and liquids such as stored fuel. Excavations would be supported or graded to a stable angle which may vary depending on ground conditions. Groundwater and the requirement for dewatering will be considered Good practice guidance including Management of spillage risk would be included in the Emergency Response Plan. Displaced and exposed soils will be carefully managed through the SMP, which would consider how soils be appropriately excavated, stockpiled and if necessary, disposed of to avoid the mobilisation of any historic contaminants contained within. A DWMP would be developed for the management of waste generated by the decommissioning works.	

3.8 Water Resources

Table 7 Water Resources

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Minimise the risk of flooding, runoff, and pollution to waterbodies.	Good practices will be incorporated into the detailed DS and would include but are not limited to: • Where practicable, runoff from equipment and access tracks will be directed to permeable SuDS features such as gravel-filled trenches or French drains, or similar passive drainage features appropriate to local conditions • Foundations and other below ground infrastructure will be cut to 1.2m below the surface to enable future ploughing • Access to the Scheme will be taken from new permeable or existing farm tracks accessed from the local highway network • Where practicable, existing Access Tracks would be retained. Where new access tracks are required, they would be designed to avoid crossing drainage ditches, where practicable • Works that are likely to generate silt-laden runoff (e.g. earthworks and excavations) will be done preferentially during the drier months of the year • Where practicable, during the decommissioning phase, buffers of 10m would be preserved adjacent to sensitive receptors to reduce impacts	To be confirmed in detailed DS. A Water Management Plan (which will form part of a detailed DS) will include details of decommissioning water quality monitoring.

	• Decommissioning groundworks would be kept as far from the from watercourses/drainage ditches as reasonably practicable • Temporary decommissioning compounds and stockpiles would be located as far from receptors as possible. A drainage system will be developed to prevent silt-laden runoff from entering surface water drains, watercourses and ponds without treatment (e.g. earth bunds, silt fences, straw bales, or proprietary treatment) • Earth stockpiles will be seeded as soon as practicable, covered with geotextile mats or surrounded by a bund • Mud will be controlled at entry and exits to the Solar PV Site using wheel washes and/or road sweepers • Tools and plant will be washed out and cleaned in designated areas within Solar PV Site compound where runoff can be isolated for treatment before discharge to watercourse under appropriate consent • Debris and other material such as dust will be prevented from entering nearby receptors through the use of standard construction-phase pollution control measures, such as silt fences, straw bales, bunding, wheel washing and dust suppression; and • Decommissioning SuDS (such as temporary attenuation) to be used during decommissioning if necessary.	

3.9 Climate Change

Table 8 Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Greenhouse Gas (GHG) emissions from decommissioning traffic and equipment.	Appropriate standard and good practice control measures will be included in the detailed DS, which would include: • Increasing recyclability by segregating decommissioning waste to be re-used and recycled where reasonably practicable • Adopting the CCS to assist in reducing pollution, including GHGs, from the Scheme by employing good industry practice measures • Minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible • Minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements) • Encouraging the use of lower carbon modes of transport by identifying and communicating local bus connections and pedestrian and cycle access routes to/ from the Scheme to all decommissioning staff, and providing appropriate facilities for the safe storage of cycles • Liaising with decommissioning personnel for the potential to implement staff minibuses and car sharing options	Monitoring weather forecasts and the news for Environment Agency flood warnings, relevant weather warnings, and water levels of the local waterways.

	• Implementing a Travel Plan, to reduce the volume of decommissioning staff and employee trips to the Scheme • Switching vehicles and plant off when not in use and ensuring decommissioning vehicles conform to UK emissions standards at the time • Conducting regular planned maintenance of the decommissioning plant and machinery to optimise efficiency • Health and safety plans and risk assessments developed for decommissioning activities will be required to account for potential climate change impacts on workers, such as flooding and heatwaves. This will include for the provision of flood defence equipment (e.g. sandbags) on site and good practice health management measures for construction staff working in heat such as wearing loose clothing, staying hydrated and applying sun protection • Protecting workers and resources from extreme weather conditions through appropriate PPE and working practices; and • Using equipment's cooling systems where necessary/adapting working practices and equipment used based on current weather conditions.	
Stronger winds, heatwaves, heavy precipitation and increased risk of fires/wildfires.	Contractor will monitor weather forecasts and plan works accordingly, protecting workers and resources from any extreme weather conditions. Fire suppression system on site to rapidly action in case of fire.	The contractors will monitor weather forecasts and receive Environment Agency's flood alerts and plan works accordingly, protecting workers and resources from any

		extreme weather conditions such as storms, flooding.

3.10 Socio-Economics

Table 9 Socio-Economics

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to socio-economic, tourism and recreation receptors as a result of an influx of decommissioning workers and movements	The decommissioning schedule would retain appropriate flexibility to be phased and staged and staggered across the Order limits. The decommissioning contractor would provide support for workers to find suitable private rental accommodation, or hotels or other serviced accommodation.	No monitoring required.
Impacts to socio-economic, tourism and recreation receptors as a result of decommissioning activities in the Order limits	Measures to mitigate visual impacts from decommissioning operations, lighting and the location decommissioning equipment and compounds would follow those set out in the **oCEMP [APP/7.6]**. Measures to control decommissioning traffic movements would be outlined in the DTMP and PRoWPPMP, including control of the routing and number of HGV movements. Traffic management would be implemented at sensitive points on the highway network or at PRoW and recreational route crossing points. Recreational routes crossing, or within, the Solar PV Site would be kept open during decommissioning where practicable, with any crossing or traffic conflict points overseen by spotters or banksmen for HGVs. Where closures are deemed to be necessary, these will be prioritised for overnight work, will be temporary in nature and supported by appropriate amount of notice with closure times and	Monitoring requirements related to the use, condition, and quality of the environment along PRoWs during the decommissioning of the Scheme. This would include regular inspections of PRoWs within the Order limits subject to onsite diversions or closures to ensure a suitable quality of surface, and any required diversion signage is in place. A Community Liaison Manager would be available for members of the public to report any

	dates clearly provided, and, if appropriate, suitable diversions provided for recreational routes. Any diversions to PRoW and other recreational routes will be temporary with original routing restored as soon as practicable, appropriately signed, and the duration and length of diversions will be optimised to minimise impacts on accessibility and use. The impact of fear and intimidation from construction/decommissioning traffic on vulnerable shared road users (such as pedestrians and cyclists) would be managed through control of the routing and number of HGV movements.	concerns or issues with PRoWs and should report any concerns to the responsible decommissioning site manager to oversee any investigative, and if required, remediation work.
Impacts to economic activity and employment	Apprenticeship and training schemes, and local recruitment and procurement would be promoted during the decommissioning phase.	No monitoring required.

3.11 Human Health

Table 10 Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Peak impacts on Human Health	Works during the decommissioning phase are phased and staggered, across the Solar PV Site to reduce impacts on environmental receptors, to reduce the peak number of decommissioning workers requiring access to local amenities, and to reduce the peak intensity of onsite works.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Disruption to users of Public Rights of Way	The Scheme design is embedded with offsets and planting buffers from roads, PRoWs, and residential properties to minimise the visual impact of the Scheme on the desirability of these receptors for leisure and play, and local perceptions of community identity.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Disruption to the local community	A Community Liaison Manager will be appointed, to whom any comments, concerns or complaints about the development of the Scheme can be raised, either directly by members of the public, or via elected representatives on parish or town councils, councillors, and Members of Parliament. This role will be used to continue open channels of communication between the community and the operators of the Scheme throughout the decommissioning phase of the DCO. In doing so, this will mitigate impacts on community identity and influence by allowing the community to continue to be involved in the development of their local environment as the Scheme is decommissioned.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.

Increased demand to GPs and primary and emergency healthcare	Decommissioning workers will be given additional support by the Applicant or Scheme operator to find and register with GPs across the Wider Baseline Study Area in reasonable proximity to their temporary or full-time accommodation and where such GP surgeries have reasonable capacity to take on additional patients.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Disruption to the provision of care services and to users of social and residential healthcare facilities	The Applicant or Scheme operator will be required to keep in direct contact with the operators of care homes and service providers ahead of and during the decommissioning phase, to ensure that operators at these receptors are suitably resilient to reduce the likelihood of decommissioning impacts affecting the functional operation and quality of environment for residents and users.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.

3.12 Other Environmental Matters

Table 11 Other Environmental Matters

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

(humans, wildlife, and controlled waters) if not stored and managed appropriately. Impacts on waste recycling and handling facility capacity.	efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the waste hierarchy. This would include, where reasonably practical, segregation of decommissioning materials on-site for appropriate re-use, recycling and recovery with landfill as a last resort. All waste management will be undertaken in accordance with the relevant and waste would be transported by licensed waste hauliers to waste management sites which hold the necessary regulatory authorisation and/or permits for those wastes consigned to them. This would be achieved by a combination of measures, including: • A Decommissioning Resource Management Plan (DRMP) setting out how measures to manage the disposal of waste from the Order Limits may be required in accordance with relevant legislative and policy requirements at the time of decommissioning • A Decommissioning Waste Management Strategy will be provided as part of the DRMP to ensure decommissioning waste streams are sent to waste recycling and handling facilities that have sufficient capacity to handle waste arisings from the Scheme without adversely impacting upon their capacity to handle waste arisings for all other waste streams in the authority area • All waste transported off site will be delivered to the appropriately licenced receivers of such materials; and • As part of the DWMP, the contractor would segregate decommissioning waste to be re-use and recycled where reasonably practicable.	during the decommissioning phase would be identified, measured and recorded through the DWMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

Impacts of waste to the surrounding environment.	To minimise impacts of waste on the surrounding environment, the following measures would be implemented: • Damping down of surfaces during spells of dry weather and brushing/water spraying of heavily used hard surfaces/access points across the site as required • Burning of waste or unwanted materials will not be permitted on-site • All hazardous materials including fuels, chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas • All decommissioning workers will be required to use appropriate personal protective equipment whilst performing activities on-site • Any waste effluent will be tested and, where necessary, disposed of at a correctly licensed facility by a licensed specialist contractors; and • Materials requiring removal from the site will be transported using licensed carriers and records will be kept detailing the types and quantities of waste moved, and the destinations of this waste, in accordance with the relevant regulations.	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded through the DWMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.
Impacts to mineral resource	Decommissioning and removal of all surface plant and structures to restore the baseline condition for the identified mineral resources. (Infrastructure is only left in the ground such as cable ducts after decommissioning where these do not present any significant constraint to future mineral extraction).	No monitoring required.

	Excavated material reuse would be determined via a Materials Management Plan (MMP) in accordance with the CL:AIRE DoW CoP, exemption or environmental permit.	
Electromagnetic Fields		
Electromagnetic fields	The decommissioning of the Scheme would be appropriately controlled in order to manage and minimise potential environmental effects, as required by legislative requirements and/or standard sectoral practices.	No monitoring required.
Air Quality		
Fugitive dust emissions during the decommissioning phase.	Appropriate mitigation and control measures will be included in the detailed DS, which would include: <u>Communications</u> • Develop and implement a Stakeholder Communications Plan that includes community engagement before work commences on-site • Display the name and contact details of person(s) accountable for air quality and dust issues on the Site. This may be the Environmental Manager; and • Display the contractor's head or regional office contact information. <u>Dust Management</u>	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed DS. The following monitoring will be undertaken: Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authorities when asked. This should include regular dust

	• Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant local authorities. <u>Site Management</u> • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the local authority when asked • Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook; and • Hold regular liaison meetings with other high risk sites within 500m of the Site, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes. <u>Preparing and maintaining the site</u> • Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable • Erect solid screens or barriers around dusty activities or the site boundary so that are at least as high as any stockpiles on site • Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period	soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary, with cleaning to be provided if necessary. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authorities when asked. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the local authority. Where practicable, commence baseline monitoring at least three months before work commences on site or, if it a

	• Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods • Remove materials that have a potential to produce dust from site as soon as practicable, unless being re-used on site. If they are being re- used on-site, cover as described below; and • Cover, seed or fence stockpiles to prevent wind whipping. <u>Operating vehicle/machinery and sustainable travel</u> • Ensure all off-road vehicles comply with the requirements of the Non- Road Mobile Machinery (NRMM) standards or good industry practice available at the time of decommissioning, where applicable. Use stage 4 NRMM as a minimum and stage 5 where practicable • Ensure all vehicles/machinery are switched off when stationary/not in use • Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable • Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas (if long haul routes are required, these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authorities, where appropriate) • The principles of the detailed CTMP will be used to manage the sustainable delivery of goods and materials during the decommissioning phase	large site, before work on a phase commences. Any unforeseen issues that arise in relation to decommissioning vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

	• Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing); and • Signs to direct construction vehicles associated with the Scheme will be installed along the construction traffic route. 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 practicable and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. <u>Waste Management</u> • No bonfires or burning of waste materials. <u>Earthworks</u> • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable	

	• Use Hessian, mulches or tackifiers where it is not practicable to re- vegetate or cover with topsoil, as soon as practicable; and • Only remove the cover in small areas during work and not all at once. <u>Decommissioning</u> • Avoid scabbling (roughening of concrete surfaces) if practicable • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and • For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust. <u>Trackout</u> • Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site • Avoid dry sweeping of large areas. In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust • Ensure vehicles entering and leaving Site are covered to prevent escape of materials during transport	

	• Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable • Record all inspections of haul routes and any subsequent action in a site logbook • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) • A wheel washing facility will be provided at each access. This will be located at the end of each access road, ahead of the egress onto the local highway network • A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway • If required, a road sweeper will be provided for the area surrounding access to alleviate any residual debris generated during the decommissioning phase, as required • Vehicles carrying material off-Site will be sheeted to prevent the spread of dust • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits; and • Entrance gates to be located at least 10m from receptors where practicable.	

Vehicle and plant emissions during the decommissioning phase.	Vehicles will be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner. All plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so. In addition, plant and vehicles will conform to relevant applicable standards available at time of decommissioning. At present time the standards for the vehicle type as follows: • Euro 4 (Oxides of Nitrogen (NOx)) for petrol cars, vans and minibuses; • Euro 6 (NOx and PM) for diesel cars, vans and minibuses; and • Euro VI (NOx and PM) for lorries, buses, coaches and Heavy Goods Vehicles (excluding specialist abnormal indivisible loads).	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed DS.
Glint and Glare		
As a result of the nature of the Scheme, no mitigation measures have been identified during the decommissioning phase of the Scheme for Glint and Glare.		
Major Accidents and Disasters		
Major Accident and Disasters	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of fire, police, emergency services and hospitals would be publicised and included in the site induction. The relevant risk assessments for safety during decommissioning will be required and produced by the contractor prior to	No monitoring required.

	decommissioning, which will be implemented to minimise the risk of accidents and disasters on site. An **outline Battery Safety Management Plan (oBSMP) [APP/7.14]** details the risks associated with fires from the BESS and sets out measures to minimise the impact of an incident during decommissioning of the facility. An Emergency Response Plan would be followed in the event of fire. Further risks of major accidents and disasters are covered in the other tables in this document relating to Hydrology, Flood Risk and Drainage; Transport and Access; Ground Conditions, Human Health and Other Environmental Matters (Utilities and Glint and Glare).	

4 Mitigation and Monitoring – National Grid Substation and Grid Connection Infrastructure

4.1 Purpose

4.1.1 This Section of the oDS sets out the mitigation measures to be included as a minimum in the detailed DS, pertaining to the National Grid Substation and Grid Connection Infrastructure. It also sets out monitoring requirements and the responsible party identified for each mitigation measure or monitoring requirement. This section will be updated and developed following consent as part of the preparation of the detailed DS.

4.1.2 It is assumed all mitigation is in line with the regulations and guidance at the time when decommissioning is undertaken which is anticipated to commence in 2093. The following tables present likely mitigation based on present baseline information against current legislation. All mitigation will need to be reviewed and updated prior to decommissioning against the baseline environment at that time.

4.2 Landscape and Visual

Table 12 Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Landscape and Visual effects on sensitive receptors	The **oLEMP [APP/7.11]** accompanies this DCO Application and sets out the measures proposed to mitigate the potential impacts and effects on landscape (and ecological) features, and to enhance the landscape and biodiversity value of the Site (i.e. the Green Infrastructure). The decommissioning phase measures contained within the detailed LEMP, which is to be prepared in accordance with the **oLEMP [APP/7.11]** submitted with this DCO Application, are to be adhered to in addition to those within the detailed DS, which is to be prepared in accordance with this oDS. The buffers and offsets from existing landscape features, detailed in Table 5.2 of **ES Chapter 5: The Scheme [APP/6.1]**, have been embedded into the design of the Scheme and will be respected with the exception of where perimeter fencing and/or Grid Connection Cables are required to cross an existing feature. The following measures will be adhered to during the decommissioning phase: • The use of visual screening, such as hoardings, would be implemented for more sensitive visual receptors in proximity to the Site, including residential PRoW receptors that have the greatest potential to be affected by the Scheme • Ensuring a tidy and neat working environment and covering stockpiles in accordance with best practice measures	To be detailed in the detailed DS.

	• Good practice measures would be employed to minimise light spill. • Temporary lighting during decommissioning required to enable safe working in the hours of darkness would be designed as far as reasonably practical to avoid light spill onto areas beyond the Site. Decommissioning lighting would include directional fittings and would be restricted to the working hours set out in **ES Chapter 5: The Scheme [APP/6.1]**; and • Decommissioning works which create dust would be kept to a minimum within proximity to existing pedestrian routes and residential properties, and dust prevention measures, such as damping, would be undertaken to reduce the impact on users of the PRoW network.	

4.3 Ecology and Biodiversity

Table 13 Ecology and Biodiversity

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Potential for obtrusive glare and light spill to impact on ecology. Potential for spillages to enter watercourses and impact ecology. Clearance or damage of habitat to facilitate construction – resulting in temporary or permanent reduction in habitat extent and potential direct and indirect effects on associated species. Dust deposition on sensitive ecological receptors.	The **oLEMP [APP/7.11]** accompanies this DCO Application and sets out the measures proposed to mitigate the potential impacts and effects on landscape (and ecological) features, and to enhance the landscape and biodiversity value of the Site (i.e. the Green Infrastructure). The decommissioning phase measures contained within the detailed LEMP, which is to be prepared in accordance with the **oLEMP [APP/7.11]** submitted with this DCO Application, are to be adhered to in addition to those within the detailed DS, which is to be prepared in accordance with this oDS. The buffers and offsets from existing landscape features, detailed in Table 5.2 of **ES Chapter 5: The Scheme [APP/6.1],** have been embedded into the design of the Scheme and will be respected with the exception of where perimeter fencing and/or Grid Connection Cables are required to cross an existing feature. All decommissioning works will be carried out in line with the Wildlife and Countryside Act 1981, the Natural Environment and Rural Communities Act 2006, and The Conservation of Habitats and Species Regulations 2017 (or equivalent legislation at the point of decommissioning). Standard management measures will be implemented to prevent pollution incidents, minimise effects on ecology from noise and vibration, and prevent and minimise dust creation and air pollution. These management measures are likely to be the same as those contained within the **oCEMP [APP/7.6]**, but will include restrictions	To be confirmed in the detailed DS.

	on working in proximity to important habitats (by buffering and protective fencing), precautions to take during periods of prolonged dry or wet weather, restrictions on the use and storage of chemicals, oils and fuels, and the avoidance of sediment runoff and use of sediment barriers near to ditches and watercourses. Precautionary working method statements concerning the above actions would be produced and implemented. No more than twelve months prior to decommissioning commencing, land within the Order limits will be visited by an appropriately qualified ecologist to identify any ecological constraints arising from decommissioning activities. Further surveys, mitigation and/or compensatory measures may then be required in line with prevailing guidance. As a minimum, an extended UK Habitat Classification Walkover Survey (or equivalent) is considered likely to be required to identify the potential presence of protected species and important habitats. Based upon current (2025) legislative protection, protected species which could be directly impacted by decommissioning activities would include badgers, water vole, otter, great crested newt, reptiles and breeding birds. Further surveys to identify the use of the land within the Order limits by these receptors would therefore also be expected as a minimum. The following standard additional mitigation measures are put in place during the decommissioning phase: • Prior to works commencing, a full site investigation will be undertaken to identify any potential sources of contamination and advise on appropriate safeguards to be implemented during works	

	• Erection of tree protection fencing around retained woody vegetation, hedgerows and trees in accordance with BS5837:2012 • Erection of temporary fencing around works areas, protecting retained habitats of ecological value • Damping down of potential sources of dust; and • Implementation of engineering safeguards as part of works to control surface water run-off and avoid contamination of receptors. This could include measures such as the use of a temporary silt traps in order to form an intercept for silt and other potential pollutants. A number of general additional safeguarding measures will be adhered to in relation to faunal species: • All contractors will be briefed as to the possible presence of protected and notable faunal species within the Site, with particular reference to the implications of legislation and licensing • Any trenches or deep pits within the Site that are to be left open overnight will be provided with a means of escape should a Badger or other mammal enter. This could simply be in the form of a roughened plank of wood placed in the trench as a ramp to the surface. This is particularly important if the trench fills with water • Any trenches/pits will be inspected each morning to ensure no animals have become trapped overnight • The storage of topsoil or other 'soft' building materials in the Site will be given careful consideration. Badgers will readily adopt such mounds as setts. So as to avoid the adoption of any mounds, these will be kept to a minimum and will be subject to	

	inspections by site contractors with consideration given to temporarily fencing any such mounds to exclude Badgers • Food and litter will not to be left within the working area overnight • Storage of chemicals and hazardous materials in line with best practice guidelines, ensuring that they are secure, well away from the Site boundaries and cannot be accessed or knocked over by roaming animals • To minimise adverse effects as a result of lighting during the construction phase, temporary lighting will be minimised, wherever practical. Where required for health and safety, security or other reasons, it will be positioned so as to minimise light spill on to hedgerows and other boundary features; and • Disturbance from noise will be minimised by the adoption of good working practice.	

4.4 Cultural Heritage and Archaeology

Table 14 Cultural Heritage and Archaeology

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Decommissioning phase impacts upon Heritage / Archaeology assets	The decommissioning works are to be undertaken in accordance with the Written Scheme of Investigation (WSI), which is to be prepared in accordance with **ES Appendix 8.7: Archaeological Mitigation Strategy [APP/6.4]**. Decommissioning compounds should be located in areas of low sensitivity to both the archaeological resource and the settings of designated heritage assets, and ensuring that minimal below ground disturbance is undertaken in the removal of infrastructure. The following measures will be adhered to during the decommissioning phase: Banksmen must be aware of areas with archaeological assets and will be responsible for ensuring no vehicle/plant movement that could impact the archaeological horizon occurs in these areas. In line with the **Appendix 8.7: Archaeological Mitigation Strategy [APP/6.4]**, a Decommissioning Strategy will be agreed with the Archaeological Advisor to the relevant Local Planning Authority prior to decommissioning, which will be sufficient to safeguard any archaeological remains during the decommissioning phase. The methodology for removal of such measures will include locating the decommissioning compounds in areas of low sensitivity to both the archaeological resource and the settings of designated heritage assets, and ensuring that minimal below ground disturbance is undertaken in the removal of infrastructure.	Provision for archaeological mitigation and monitoring is detailed in the AMS (**ES Appendix 8.7: Archaeological Mitigation Strategy [APP/6.4]**). The AMS must be adhered to during decommissioning phases. All archaeological works will be undertaken by suitably qualified and experienced professional archaeological specialists. All archaeological works will be undertaken in line with national guidance (i.e. Historic England and CIfA guidance). The Archaeological Clerk of works and/or the Archaeological Advisors to the LPAs will monitor the completion of works in accordance with the programme set out in the AMS.

	The following examples of best practice embedded mitigation measures are to be considered during decommissioning, which will be detailed in the detailed DS that will be secured via requirement of the DCO: • The appropriate routing of vehicles (where possible avoiding areas known for their historic character) • Adherence to an agreed approach on activities that generate noise (which can impact on the appreciation of heritage assets nearby); and • The avoidance of any archaeological remains preserved below ground during decommissioning.	

4.5 Transport and Access

Table 15 Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Increased traffic throughout the Study Area that will impact both motorised users and non-motorised users.	A detailed Decommissioning Traffic Management Plan (DTMP) will be produced prior to the commencement of decommissioning activities. In advance of the DTMP being prepared and to set out the principles as to how the decommissioning phase will initially be mitigated and managed, an oDS is submitted with the DCO Application. Details to mitigate impacts from increased decommissioning traffic will be included in the DTMP. The DTMP, which will take into account and is prepared in accordance with the principles of the **oCTMP [APP/7.7]**, will be submitted to and approved by the relevant planning authority or authorities pursuant to a requirement under the DCO. Where measures are secured in the DTMP mitigation measures relevant to the decommissioning phase will not be duplicated in the detailed DS. An **oCTMP [APP/7.7]** has been produced as part of the DCO Application submission, on which the detailed CTMP will be prepared in accordance. The construction phase measures contained within the detailed CTMP are likely to be relevant to the DTMP, and will inform the detailed DS. The **oPRoWPPMP [APP/7.12]** contains measures that will be implemented during the decommissioning phase of the Scheme to mitigate transport impacts on users of PRoW. The decommissioning	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS/DTMP.

	phase measures contained within the detailed PRoWPMMP are to be adhered to in addition to those within the detailed DS. A Decommissioning Worker Travel Plan will be implemented, to encourage decommissioning workers to travel to the Site via sustainable travel, where practicable. Measures include the provision of a shuttle bus for non-local worker and workers who drive will be encouraged to car share where practicable.	

4.6 Noise and Vibration

Table 16 Noise and Vibration

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

	• As far as practicable, decommissioning compounds must be located a minimum of 250m from residential receptors • Adhere to the core working hours of the Scheme which are Monday to Friday 07:00 – 18:00 and between 08:00 and 13:30 on Saturdays; and • Provision of information to the relevant local authority and local residents to advise of potential noisy works that are due to take place.	Principal Contractor or work outside of core hours is required. The Section 61 would form the basis of noise limits and monitoring requirements including monitoring locations, noise monitoring methods and frequency, and the noise control measures to be employed.

4.7 Soils and Agriculture

Table 17 Soils and Agriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts on agricultural land and soils.	The **oSMP [APP/7.13]** contains measures that will be implemented during the decommissioning phase of the Scheme to mitigate transport impacts on soils. The decommissioning phase measures contained within the detailed SMP are to be adhered to in addition to those within the detailed DS. The following measures will be implemented to address impacts on land use and soil: • A record of condition will be carried out (photographic and descriptive) of the working areas that may be affected by the decommissioning activities. This record will be available for comparison following reinstatement after the works have been completed to ensure that the standard of reinstatement at least meets that recorded in the pre-condition survey. • Land used temporarily will be reinstated where practicable to its pre-construction condition and use (or a condition agreed with the landowner). Hedgerows, fences, and walls (including associated earthworks and boundary features) will be reinstated to a similar style and quality to those that were removed, with landowner agreement. Soil management measures will include but not be limited to the following: • Details of the soil resources present	Site inspections by a suitably experienced soil scientist to ensure compliance with SMP and identify any emerging issues.

	• How the topsoil and subsoil will be stripped and stockpiled • Suitable conditions for when soil handling will be undertaken, for example avoiding handling of waterlogged soil • Indicative soil storage locations • How soil stockpiles will be designed taking into consideration site conditions and the nature/composition of the soil • Specific measures for managing sensitive soils • Suitable protective surfacing where soil stripping can be avoided, based on sensitivity of the environment and proposed works • Approach to reinstating soil, including measures to remove compaction, where required; and • Details of measures required for soil restoration.	
Displacement and exposure of soils Interaction with mine workings and unstable ground	Management of roadways and access to the decommissioning site to minimise issues like dust, sedimentation of waterways, degradation of soil quality, loss of topsoil and surface run off. Management of excavated and imported soils and aggregates would be used in all aspects of decommissioning to avoid fugitive emissions of dust and run off to water courses. Management of any wastes generated by the decommissioning process to make sure of no adverse impacts on receptors. A discovery and inspection strategy would be put in place which details the requirements and procedures for encountering land contamination, should contaminated land be encountered. Any confined space entry, i.e. entry to open trenches or excavations, would be preceded by checks using appropriate instrumentation to	The Environmental Manager will regularly record compliance in a log book. The detailed DS will detail the frequency. A ground and surface water monitoring plan.

	detect the presence of methane, carbon dioxide or hydrogen sulphide, or low oxygen conditions. Temporary decommissioning compounds and laydown areas would be appropriately located, designed and managed to make sure that there is minimal risk of fugitive emissions from stored aggregates, materials and liquids such as stored fuel. Excavations would be supported or graded to a stable angle which may vary depending on ground conditions. Groundwater and the requirement for dewatering will be considered Good practice guidance including Management of spillage risk would be included in the Emergency Response Plan. Displaced and exposed soils will be carefully managed through the SMP, which would consider how soils be appropriately excavated, stockpiled and if necessary, disposed of to avoid the mobilisation of any historic contaminants contained within. A DWMP would be developed for the management of waste generated by the decommissioning works.	

4.8 Water Resources

Table 18 Water Resources

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Minimise the risk of flooding, runoff, and pollution to waterbodies.	Good practices will be incorporated into the detailed DS and would include but are not limited to: • Where practicable, runoff from equipment will be directed to permeable SuDS features such as gravel-filled trenches or French drains, or similar passive drainage features appropriate to local conditions • Access to the Scheme will be taken from new permeable or existing farm tracks accessed from the local highway network • Works that are likely to generate silt-laden runoff (e.g. earthworks and excavations) will be done preferentially during the drier months of the year • Where practicable, during the decommissioning phase, buffers of 10m would be preserved adjacent to sensitive receptors to reduce impacts • Decommissioning groundworks would be kept as far from the from watercourses/drainage ditches as reasonably practicable • Decommissioning compounds and stockpiles would be located as far from receptors as possible. A drainage system will be developed to prevent silt-laden runoff from entering surface water drains, watercourses and ponds without treatment (e.g. earth bunds, silt fences, straw bales, or proprietary treatment)	To be confirmed in the detailed DS. A Water Management Plan (which will form part of a detailed DS) will include details of decommissioning water quality monitoring.

	• Earth stockpiles will be seeded as soon as practicable, covered with geotextile mats or surrounded by a bund • Debris and other material such as dust will be prevented from entering nearby receptors through the use of standard construction-phase pollution control measures, such as silt fences, straw bales, bunding, wheel washing and dust suppression; and • Decommissioning SuDS (such as temporary attenuation) to be used during construction/decommissioning if necessary.	

4.9 Climate Change

Table 19 Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Greenhouse Gas (GHG) emissions from decommissioning traffic and equipment.	Appropriate standard and good practice control measures will be included in the detailed Decommissioning Strategy, which would include: • Increasing recyclability by segregating decommissioning waste to be re-used and recycled where reasonably practicable • Adopting the CCS to assist in reducing pollution, including GHGs, from the Scheme by employing good industry practice measures • Minimise the creation of waste and maximise the use of alternative materials with lower embodied carbon, such as locally sourced products and materials with a higher recycled content where feasible • Minimise the use of natural resources and unnecessary materials (e.g. reusing excavated soil for fill requirements) • Encouraging the use of lower carbon modes of transport by identifying and communicating local bus connections and pedestrian and cycle access routes to/ from the Scheme to all decommissioning staff, and providing appropriate facilities for the safe storage of cycles • Liaising with decommissioning personnel for the potential to implement staff minibuses and car sharing options	Monitoring weather forecasts and the news for Environment Agency flood warnings, relevant weather warnings, and water levels of the local waterways.

	• Implementing a Decommissioning Workers Travel Plan, to reduce the volume of decommissioning staff and employee trips to the Scheme • Switching vehicles and plant off when not in use and ensuring decommissioning vehicles conform to UK emissions standards at the time • Conducting regular planned maintenance of the decommissioning plant and machinery to optimise efficiency • Health and safety plans and risk assessments developed for decommissioning activities will be required to account for potential climate change impacts on workers, such as flooding and heatwaves. This will include for the provision of flood defence equipment (e.g. sandbags) on site and good practice health management measures for construction staff working in heat such as wearing loose clothing, staying hydrated and applying sun protection • Protecting workers and resources from extreme weather conditions through appropriate PPE and working practices; and • Using equipment's cooling systems where necessary/adapting working practices and equipment used based on current weather conditions.	
Stronger winds, heatwaves, heavy precipitation and increased risk of fires/wildfires.	Contractor will monitor weather forecasts and plan works accordingly, protecting workers and resources from any extreme weather conditions. Fire suppression system on site to rapidly action in case of fire.	The contractors will monitor weather forecasts and receive Environment Agency's flood alerts and plan works accordingly, protecting workers and resources from any extreme weather conditions such as storms, flooding.

4.10 Socio-Economics

Table 20 Socio-Economics

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to socio-economic, tourism and recreation receptors as a result of an influx of decommissioning workers and movements	The decommissioning contractor would provide support for workers to find suitable private rental accommodation, or hotels or other serviced accommodation.	No monitoring required.
Impacts to socio-economic, tourism and recreation receptors as a result of decommissioning activities in the Order Limits	Measures to mitigate visual impacts from decommissioning operations, lighting and the location decommissioning equipment and compounds would follow those set out in the **oCEMP [APP/7.6]**. Measures to control decommissioning traffic movements would be outlined in the detailed DTMP and PRoWPPMP, including control of the routing and number of HGV movements. The impact of fear and intimidation from construction/decommissioning traffic on vulnerable shared road users (such as pedestrians and cyclists) would be managed through control of the routing and number of HGV movements.	Monitoring requirements related to the use, condition, and quality of the environment along PRoWs during the decommissioning of the Scheme. This would include regular inspections of PRoWs within the Order limits subject to onsite diversions or closures to ensure a suitable quality of surface, and any required diversion signage is in place. A Community Liaison Manager would be available for members of the public to report any concerns or issues with PRoWs and should report any concerns

		to the responsible decommissioning site manager to oversee any investigative, and if required, remediation work.
Impacts to economic activity and employment	Apprenticeship and training schemes, and local recruitment and procurement would be promoted during the decommissioning phase.	No monitoring required.

4.11 Human Health

Table 21 Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Disruption to users of Public Rights of Way	The Scheme design is embedded with offsets and planting buffers from roads, PRoWs, and residential properties to minimise the visual impact of the Scheme on the desirability of these receptors for leisure and play, and local perceptions of community identity.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Disruption to the local community	A Community Liaison Manager will be appointed, to whom any comments, concerns or complaints about the development of the Scheme can be raised, either directly by members of the public, or via elected representatives on parish or town councils, councillors, and Members of Parliament. This role will be used to continue open channels of communication between the community and the operators of the Scheme throughout the decommissioning phase of the Scheme. In doing so, this will mitigate impacts on community identity and influence by allowing the community to continue to be involved in the development of their local environment as the Scheme is decommissioned.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Increased demand to GPs and primary and emergency healthcare	Decommissioning workers will be given additional support by NGET or the Scheme operator to find and register with GPs across the Wider Baseline Study Area in reasonable proximity to their temporary or full-time accommodation and where such GP surgeries have reasonable capacity to take on additional patients.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DS.
Disruption to the provision of care	NGET or the Scheme operator will be required to keep in direct contact with the operators of care homes and service providers	The appointed contractor will undertake such monitoring as is

services and to users of social and residential healthcare facilities	ahead of and during the decommissioning phase, to ensure that operators at these receptors are suitably resilient to reduce the likelihood of decommissioning impacts affecting the functional operation and quality of environment for residents and users.	necessary. Further details to be confirmed in the detailed DS.

4.12 Other Environmental Matters

Table 22 Other Environmental Matters

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Telecommunications, Utilities and Television Receptors		
Impacts to Telecommunications, Television Reception and Utilities receptors	Consultation and agreement of demobilisation methods prior to the works commencing. Safe working beneath any overhead lines in line with National Grid's technical guidance note 287 **(Ref. 9)**. This includes, for example, ensuring adequate clearances are in place when plant and equipment are being moved beneath overhead lines, and limiting any planting beneath overhead lines to low growing species. In advance of decommissioning, NGET will liaise will all utility providers with assets in the area in regard to decommissioning timelines, decommissioning activities, proximity to assets and decommissioning management measures that will be in place to ensure no impact to utilities. Measures in relation to safe working near buried utilities would be in place during decommissioning.	No monitoring required.
Waste		
Potential to impact on sensitive receptors (humans, wildlife, and controlled waters) if not stored and	The contractor will consider the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final	The types, quantities and final destination of waste generated during the decommissioning phase would be identified,

	managed appropriately. Impacts on waste recycling and handling facility capacity.	disposal to landfill and apply the principles of the waste hierarchy. This would include, where reasonably practical, segregation of decommissioning materials on-site for appropriate re-use, recycling and recovery with landfill as a last resort. The Decommissioning Waste Management Strategy must ensure that hazardous waste handling capabilities are assessed based on up-to-date information at the time of drafting prior to decommissioning works being undertaken. Where significant cumulative effects on hazardous waste handling facilities from decommissioning of multiple Nationally Significant Infrastructure Projects are assessed as likely to occur, a coordinated approach between site operators of those relevant Nationally Significant Infrastructure Projects should be secured ahead of the commencement of decommissioning activities. This should include measures, as necessary, to stagger decommissioning works across Nationally Significant Infrastructure Projects, staggering the delivery of hazardous waste arisings requiring treatment to relevant facilities, and securing suitable and safe hazardous waste storage if required to delay delivery to hazardous waste treatment facilities, to reduce overloading of hazardous waste facilities. All waste management will be undertaken in accordance with the relevant and waste would be transported by licensed waste hauliers to waste management sites which hold the necessary regulatory authorisation and/or permits for those wastes consigned to them. This would be achieved by a combination of measures, including: • A Decommissioning Resource Management Plan (DRMP) setting out how measures to manage the disposal of waste from the Order Limits may be required in accordance with relevant legislative and policy requirements at the time of decommissioning	measured and recorded through the DWMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

	• A Decommissioning Waste Management Strategy will be provided as part of the DRMP to ensure decommissioning waste streams are sent to waste recycling and handling facilities that have sufficient capacity to handle waste arisings from the Scheme without adversely impacting upon their capacity to handle waste arisings for all other waste streams in the authority area • All waste transported off site will be delivered to the appropriately licenced receivers of such materials; and • As part of the DWMP, the contractor would segregate decommissioning waste to be re-use and recycled where reasonably practicable.	
Impacts of waste to the surrounding environment.	To minimise impacts of waste on the surrounding environment, the following measures would be implemented: • Damping down of surfaces during spells of dry weather and brushing/water spraying of heavily used hard surfaces/access points across the site as required • Burning of waste or unwanted materials will not be permitted on-site • All hazardous materials including fuels, chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bunded storage areas • All decommissioning workers will be required to use appropriate personal protective equipment whilst performing activities on-site • Any waste effluent will be tested and, where necessary, disposed of at a correctly licensed facility by a licensed specialist contractors; and	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded through the DWMP. A register of all waste loads leaving the Order limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

	• Materials requiring removal from the site will be transported using licensed carriers and records will be kept detailing the types and quantities of waste moved, and the destinations of this waste, in accordance with the relevant regulations.	
Impacts to mineral resource	Decommissioning and removal of all surface plant and structures to restore the baseline condition for the identified mineral resources. (Infrastructure is only left in the ground such as cable ducts after decommissioning where these do not present any significant constraint to future mineral extraction). Excavated material reuse would be determined via a Materials Management Plan (MMP) in accordance with the CL:AIRE DoW CoP, exemption or environmental permit.	No monitoring required.
Electromagnetic Fields		
Electromagnetic fields	The decommissioning of the Scheme would be appropriately controlled in order to manage and minimise potential environmental effects, as required by legislative requirements and/or standard sectoral practices.	No monitoring required.
Air Quality		
Fugitive dust emissions during the decommissioning phase.	Appropriate mitigation and control measures will be included in the detailed DS, which would include: <u>Communications</u> • Develop and implement a Stakeholder Communications Plan that includes community engagement before work commences on-site	The overall responsibility will be with NGET. Specific responsibilities will be confirmed in the detailed DS. The following monitoring will be undertaken:

	• Display the name and contact details of person(s) accountable for air quality and dust issues on the Site. This may be the Environmental Manager; and • Display the contractor's head or regional office contact information. <u>Dust Management</u> • Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant local authorities. <u>Site Management</u> • Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • Make the complaints log available to the local authority when asked • Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the logbook; and • Hold regular liaison meetings with other high risk sites within 500m of the Site, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes. <u>Preparing and maintaining the site</u> • Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is practicable	Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authorities when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100m of site boundary, with cleaning to be provided if necessary. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authorities when asked. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the

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

	approval of the nominated undertaker and with the agreement of the local authorities, where appropriate) • The principles of the CTMP will be used to manage the sustainable delivery of goods and materials during the decommissioning phase • Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing); and • Signs to direct construction vehicles associated with the Scheme will be installed along the construction traffic route. 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 practicable and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. <u>Waste Management</u> • No bonfires or burning of waste materials.	

	Earthworks • Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable • Use Hessian, mulches or tackifiers where it is not practicable to re- vegetate or cover with topsoil, as soon as practicable; and • Only remove the cover in small areas during work and not all at once. Decommissioning • Avoid scabbling (roughening of concrete surfaces) if practicable • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and • For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust. Trackout • Avoid dry sweeping of large areas. In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust • Ensure vehicles entering and leaving Site are covered to prevent escape of materials during transport	

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

Glint and Glare		
As a result of the nature of the Scheme, no mitigation measures have been identified during the decommissioning phase of the Scheme for Glint and Glare.		
Major Accidents and Disasters		
Major Accident and Disasters	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of fire, police, emergency services and hospitals would be publicised and included in the site induction. The relevant risk assessments for safety during decommissioning will be required and produced by the contractor prior to decommissioning, which will be implemented to minimise the risk of accidents and disasters on site. Further risks of major accidents and disasters are covered in the other tables in this document relating to Hydrology, Flood Risk and Drainage; Transport and Access; Ground Conditions, Human Health, and Other Environmental Matters.	No monitoring required.

5 Complimentary Plans and Procedures

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

6 Implementation and Operation

6.1.1 The detailed DS will set out all roles, responsibilities and actions required in respect of implementation of the measures described in this oDS, 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 progress
- Communication methods
- Document control
- Monitoring, inspections and audits of site operations; and
- Environmental emergency procedures.

7 Monitoring and Reporting

7.1 Monitoring

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

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

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

7.2 Records

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

- Environmental Action Schedule
- Licences and Approvals
- Results of inspections by Safety, Health and Environment Manager/ECoW/Project Manager
- Other environmental surveys and investigations
- Environmental equipment test records; and
- The detailed DS will be updated as necessary with a full review as required (at least quarterly) throughout the decommissioning period.

7.2.2 A brief report will be produced and submitted to the relevant LPA on a quarterly basis and during the decommissioning phase. This will summarise the monitoring process, observed deviations from the detailed DS and the corrective actions taken.

7.3 Management Review

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

8 References

Ref. 1 His Majesty's Stationary Office (HMSO) (2008) Planning Act 2008.

Ref. 2 HMSO (2017) The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

Ref. 3 Institute of Lighting Professionals and the Bat Conservation Trust (2018) Guidance Note 8 Bats and artificial lighting.

Ref. 4 Institute of Lighting Professionals and the Bat Conservation Trust (2021) Guidance Note 1 for the reduction of obtrusive light 2021.

Ref. 5 HMSO (2011) Waste (England and Wales) Regulations 2011.

Ref. 6 HMSO (2005) Hazardous Waste Regulations 2005.

Ref. 7 Contaminated Land: Applications in Real Environments (CL:AIRE) (2011) Definition of Waste: Development Industry Code of Practice.

Ref. 8 Considerate Constructors Scheme (CCS) (2024) Considerate Constructors Scheme.

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