East Pye Solar

Outline Decommissioning Environmental Management Plan

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1 Introduction

1.1 Background

1.1.1 This document provides the outline for the Decommissioning Environmental Management Plan (Outline DEMP) for East Pye Solar (hereafter referred to as 'the Scheme').

1.1.2 A Development Consent Order (DCO) would provide the necessary authorisations and consents for the Scheme. The Scheme comprises the construction, operation and maintenance, and decommissioning of a Solar photovoltaic (PV) electricity generating station with a total capacity exceeding 100 megawatts (MW), and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation. A description of the Scheme can be found in **Environmental Statement (ES) Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**.

1.1.3 The Order Limits contain all elements of the Scheme comprising the Solar PV Arrays, 132kV and 400kV Project Substations, the National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works. A description of the Order Limits is provided in the **ES Volume 1, Chapter 3 – The Order Limits [EN0110014/APP/6.1.3]**.

1.1.4 Due to its total capacity exceeding 100MW, 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' (SoS)) following the Examination and Recommendation by the Planning Inspectorate.

1.1.5 An Environmental Impact Assessment (EIA) has been undertaken for the Scheme and an **ES [EN0110014/APP/6.1** to **6.4]** has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) 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 decommissioning of the Scheme and describes proposed mitigation measures.

1.1.6 The aim of this Outline DEMP is to demonstrate how the mitigation measures relevant to decommissioning activities included in the 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 Outline DEMP does not address the construction or operation activities

which are subject to separate environmental management plans and procedures, as set out in the **Outline Construction Environmental Management Plan (Outline CEMP) [EN0110014/APP/7.1]** and **Outline Operational Environmental Management Plan (Outline OEMP) [EN0110014/APP/7.2]**.

1.1.7 This Outline DEMP is designed with the objective of securing 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 DEMP. The detailed DEMP will be substantially in accordance with this Outline DEMP following the grant of the DCO and when the Scheme is due to be decommissioned. It will then be submitted to and approved by the relevant planning authority in accordance with the Requirement of the **draft DCO [EN0110014/APP/3.1]**.

1.1.8 The nature of the decommissioning activities and potential for likely significant effects would be similar to construction. This Outline DEMP therefore includes similar measures to those included in the **Outline CEMP [EN0110014/APP/7.1]** submitted within the DCO Application, covering issues such as traffic and pollution prevention.

1.1.9 The key elements of this Outline DEMP include:

- 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.

1.1.10 In summary, this Outline DEMP will identify how commitments made in the ES will be translated into actions 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 DEMP, including any environmental information submitted in respect of them. The detailed DEMP will be a ‘live’ document updated throughout the decommissioning phase, as required, for example to reflect changes in legislation or contact details. This Outline DEMP has been designed with the objective of compliance with the relevant environmental legislation and the mitigation measures set out within the ES.

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

1.1.12 The appointed Contractor(s) will be responsible for working in accordance with the environmental controls in the detailed DEMP, which will be prepared substantially in accordance with this Outline DEMP, as a Requirement of the **draft DCO [EN0110014/APP/3.1]**.

2 The Applicant

2.1.1 The Scheme is being developed by East Pye Solar Limited ('the Applicant'). The Applicant is part of Island Green Power (IGP). IGP, who are a leading international developer of renewable energy projects, was established in 2013.

2.1.2 IGP has successfully delivered nearly 40 solar projects worldwide that have generated more than 3GW of energy capacity. This includes 21 solar projects in the UK. These range in size from below 5MW to NSIP such as Cottam; currently the UK's largest consented solar project. Cottam will generate 600MW of clean, renewable and secure electricity and includes 600MW of battery storage that will store then release energy as needed.

2.1.3 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.

2.2 The Scheme

2.2.1 The Scheme comprises the construction, operation and maintenance, and decommissioning of a Solar photovoltaic (PV) electricity generating station with a total capacity exceeding 100MW and associated development including a Battery Energy Storage System (BESS), up to three 132kV Project Substations and up to three 400kV Project Substations, Grid Connection Infrastructure and a new National Grid Substation. A description of the Scheme can be found in **Environmental Statement (ES) Volume 1, Chapter 4 – The Scheme [EN0110014/APP/6.1.4]**.

2.2.2 The Order Limits contain all elements of the Scheme comprising the Solar PV Arrays, 132kV and 400kV Project Substations, the National Grid Substation, the BESS, Grid Connection Infrastructure, interconnecting cables within the Cable Route Corridor (CRC), Mitigation and Enhancement Areas and Highway Works. A description of the Order Limits is provided in the **ES Volume 1, Chapter 3 – The Order Limits [EN0110014/APP/6.1.3].**

2.2.3 Highway Works (refer to the **Works Plan [EN0110014/APP/2.3]**) are sections of the highway network that will contain localised improvements, such as improvements to deteriorated road edges or temporary highway and traffic works required to safely accommodate the Abnormal Indivisible Load (AIL) deliveries to the Scheme. Highway Works will support the movement of construction vehicles on narrower sections of the local road network (LRN) within parts of the routes to and within the Order Limits (refer to **ES Volume 1, Chapter 11 - Transport and Access [EN0110014/APP/6.1.11]**).

2.2.4 Further details of the Scheme are presented in **ES Volume 1, Chapter 4 - The Scheme [EN0110014/APP/6.1.4].** The **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** set out the maximum parameters and commitments of the Scheme.

3 Decommissioning Environmental Management

3.1.1 It is anticipated that decommissioning of the Scheme would commence in 2091. Decommissioning is expected to take between 12 and 24 months.

3.1.2 When the operation phase ends, the Scheme would be decommissioned and the land returned to the landowner. All Solar PV Panels, Mounting Structures, cabling (not including the Grid Connection Infrastructure), Conversion Units/33kV Sub-distribution Switch Rooms, BESS, Project Substations and ancillary buildings would be removed from within the Sites and recycled or disposed of in accordance with good practice and market conditions at that time. Foundations and other below ground infrastructure will be cut to 1.2m below the surface to enable future ploughing.

3.1.3 The approach to decommissioning for the Interconnecting Cables and Grid Connection Cables would be dependent upon Government policy and good practice at that time. Currently, the most environmentally acceptable option is considered to be leaving the cables in-situ, as this avoids disturbance to overlying land, habitats and to neighbouring communities. Alternatively, the cables can be removed by opening up the ground at regular intervals and pulling the cable through to the extraction point, leaving the ducting and jointing bays in place, avoiding the need to open up the entire length of the Grid Connection Cables.

3.1.4 Post-decommissioning, the landowners would choose how the land is to be used and managed. The landowner may return all of the land to arable use, although it is anticipated that some areas of habitat and biodiversity mitigation and enhancement within the Sites may be left in-situ given they could contain protected species and so relevant licences at the time would need to be obtained for any changes. However, the majority of the Sites would be returned to its original use after decommissioning. Permissive paths and community accessible space would be removed during decommissioning, with the precise timing to be determined by the Contractor(s) and communicated to the relevant planning authority.

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

3.1.6 The National Grid Substation and the Grid Connection Infrastructure would remain in situ. The upkeep and management of all planting which surrounds the National Grid Substation will be the responsibility of National Grid and this will remain in place post decommissioning of the Scheme.

3.2 Decommissioning Programme

3.2.1 Decommissioning is expected to take between 12 and 24 months and would most likely be undertaken sequentially. Further details regarding the sequence and programme of decommissioning will be provided in the detailed DEMP, including timescales and transportation methods which would be agreed in advance with the relevant planning authority, as secured through a Requirement in the DCO.

3.3 Working Hours

3.3.1 The core working hours will be agreed via the detailed DEMP and in accordance with best practice at the time of decommissioning. For the purpose of this Outline DEMP, 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 (for example, the arrival and departures of workers).

3.3.2 Where practicable, deliveries associated with decommissioning would be co-ordinated to avoid Heavy Good Vehicles (HGV) movements during the traditional peak morning (08:00-09:00) and peak afternoon (17:00-18:00) hours. In addition, construction worker shift patterns during decommissioning will be co-ordinated to avoid travel during the network peak hours.

3.3.3 The traffic management mitigation measures set out in the **Outline Construction Traffic Management Plan (CTMP) [EN0110014/APP/7.6]** are also applicable to decommissioning and will be secured via a Requirement in the DCO.

3.4 Control of Noise

3.4.1 It is expected that decommissioning works will be undertaken in accordance with the best practicable means (BPM) (as defined in Section 72 of the Control of Pollution Act 1974 (Ref - 3)) 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 - 4).

3.4.2 Where works are to be conducted outside the core working hours, it is intended the Applicant will voluntarily apply for Section 61 consent under the Control of Pollution Act 1974 (Ref - 3) 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 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.

3.5 Control of Light

3.5.1 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 DEMP and implemented in accordance with the Requirement of the **draft DCO [EN0110014/APP/3.1]**.

3.5.2 Measures will reflect the lighting commitments set out in the **Outline CEMP [EN0110014/APP/7.1]**. 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 possible between sunset and sunrise during the decommissioning phase. Where lighting is considered essential, temporary lighting 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 far 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 (ECoW).

3.5.3 The following principles for lighting will be adhered to:

- Construction task lighting will be limited to agreed working hours. Night-time working would be avoided except in specific circumstances;
- Lighting will be operational only for the duration of each task and switched off when no longer required;
- Security luminaires will be motion-sensitive and set on a short timer and oriented to reduce upward light spill as far as practicable;
- Visual screening, such as hoardings, applied to the perimeter of temporary compounds to contain light within those locations, as far as practicable. Where practical luminaires should be mounted below the

upper height of the screening, so light sources are not visible externally to the temporary compound;

- Fittings to be oriented into the compounds and directed away from hedgerows/woodland and sensitive receptors;
- Portable or temporary task lighting to be appropriate scale, mounting height and distance from task, avoiding extreme tilt angles of luminaires. The use of a greater number of lower output luminaires correctly positioned is considered preferable to a smaller number of high output luminaires covering an expansive area;
- Use of focused directional fittings to minimise outward light spill and glare (e.g. LED lighting and cowls, hoods and other similar screens will be adopted); and
- Lighting to be directed onto the area of works, rather than towards the Order Limits.

3.5.4 Any unavoidable artificial lighting required during the hours of darkness will only be permitted following consultation with the ECoW to determine the severity of potential impacts and appropriate mitigation steps, including agreed hours of operation and numbers/specification of luminaires.

3.6 Traffic Management and Parking Provision

3.6.1 The traffic and Public Rights of Way management measures set out in the **Outline CTMP [EN0110014/APP/7.6]** and the **Public Rights of Way Permissive Paths Management Plan (PRoWPPMP) [EN0110014/APP/7.8]** respectively are also applicable to decommissioning.

3.6.2 A Decommissioning Traffic Management Plan (DTMP) will be developed by a Contractor prior to decommissioning in consultation with the relevant 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. The measures defined in the DTMP will ensure that the impacts from decommissioning traffic on the local community are minimised, where reasonably practicable.

3.6.3 Permissive paths will be removed during decommissioning, with the precise timing to be determined by the Contractor(s) and communicated to the relevant planning authority in the detailed DEMP. During the decommissioning phase, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so

far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users.

3.7 Recovery, Recycling and Disposing of Waste

3.7.1 The Contactor will separate the main waste streams on the Sites 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 Panels, the Project Substations and BESS infrastructure, together with fencing. Prior to the decommissioning works commencing, a detailed DEMP will be prepared which will provide a waste estimate and specify key responsibilities, reporting and auditing requirements and waste recovery targets.

3.7.2 A Waste Duty of Care will be ensured with respect to all waste generated within the Order Limits. All waste to be removed 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 - 8) and the Hazardous Waste (England and Wales) Regulations (2005) (as amended) (Ref - 9). The Scheme will apply the waste management hierarchy, in priority order: prevention, preparation for reuse, recycle, other recovery and disposal.

3.8 Security

3.8.1 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 of the Sites and, with the perimeter CCTV system, be the last element of infrastructure to be removed.

3.8.2 Temporary CCTV may be installed at strategic locations for example to monitor construction compounds and access.

3.8.3 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 Sites and patrol the perimeter, where required.

3.9 Good Practice

3.9.1 The Considerate Constructors Scheme (CCS) (Ref - 11) (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.

3.10 Public Communication and Liaison

3.10.1 Prior to the commencement of decommissioning, the Contractor will develop and implement a Decommissioning Stakeholder Communications Plan that includes community engagement and will detail a complaints procedure.

3.10.2 In line with the Decommissioning Stakeholder Communications Plan, it is likely that a display board will be installed on the Sites 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.

3.10.3 A logbook of complaints will be prepared and managed by the Site Manager or nominated representative. 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 planning authority.

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

4 Mitigation and Monitoring

4.1 Purpose

4.1.1 This section of the Outline DEMP pertaining to the Solar PV Array areas, BESS and Project Substations sets out the mitigation measures to be included as a minimum in the detailed DEMP. 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 DCO consent as part of the preparation of the detailed DEMP.

4.1.2 It is assumed all mitigation is in line with the regulations and guidance as they will be when decommissioning is undertaken. 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.

4.1.3 The mitigation measures pertaining to the National Grid Substation and Grid Connection Infrastructure are set out separately in Section 5.

4.2 Climate Change

Table 4.1: Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Greenhouse Gas (GHG) emissions from decommissioning traffic and equipment.	Measures will be developed prior to the decommissioning phase for the use of lower-carbon and more climate change resilient methods. Appropriate standard and good practice control measures will be included in the detailed DEMP, 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 GHG by employing good industry practice measures; ▪ 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 staff and providing appropriate facilities for the safe storage of cycles; ▪ Liaising with decommissioning personnel for the potential to implement staff minibuses and car sharing options; ▪ Implementing a Decommissioning Workers Travel Plan to reduce the volume of staff and employee trips; ▪ Switching vehicles and plant off when not in use and ensuring decommissioning vehicles conform to UK emissions standards at the time; and ▪ Conducting regular planned maintenance of the plant and machinery to optimise efficiency.	Monitoring weather forecasts and the news for Environment Agency flood warnings, relevant weather warnings, and water levels of the local waterways.
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; ▪ Health and safety plans and risk assessments 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) and good practice health management measures for staff working in heat such as staying hydrated and sun protection; ▪ Fire suppression system to rapidly action in case of fire;	The Contractor 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.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ 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 weather conditions.	

4.3 Landscape and Visual

Table 4.2: Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Loss of existing landscape features, e.g., vegetation Visibility of decommissioning activities	Design buffers and Avoidance Areas are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** and in the **Outline Cable Route Construction Statement [EN0110014/APP/7.21]**, respectively. The Avoidance Areas are secured in the **Outline CEMP [EN0110014/APP/7.1]** and will also apply to the decommissioning phase, if relevant at the time. At decommissioning, other than the buried cabling (which may or may not remain in-situ, depending upon future best practice), along with the National Grid Substation and the Grid Connection Infrastructure which would remain in place, all infrastructure would be removed. 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 Order Limits, including residential and PRoW; ▪ Ensuring a tidy and neat working environment and covering stockpiles in accordance with best practice measures; ▪ Temporary lighting during decommissioning phase to follow the principles set out in Section 3.5 of this Outline DEMP; ▪ Decommissioning works which create dust will incorporate damping measures to minimise dust generation on users of the PRoW and residential properties; and ▪ Vegetation disturbance would be minimised and any bare ground resulting from decommissioning would be re-seeded in accordance with the relevant measures set out in the **Outline LEMP [EN0110014/APP/7.4]**.	To be set out in the detailed DEMP.
Additional tree removal or pruning, and/or impacts to roots	▪ A tree survey would be undertaken prior to decommissioning in accordance with BS 5837:2012 (or in line with most recent adopted standard and industry guidelines); ▪ An Arboricultural Impact Assessment would be produced alongside an Arboricultural Method Statement, if required; and	To be confirmed in the detailed DEMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Retention of existing trees throughout the Order Limits as identified in **ES Volume 3, Appendix 7.10 - Preliminary Arboricultural Impact Assessment [EN0110014APP/6.3.7.10]**; ▪ Hoarding and construction exclusion zones would be introduced around retained trees in accordance with the requirements of BS 5837:2012 'Trees in relation to design, demolition and construction' (or in line with most recent adopted standard and industry guidelines); and ▪ Some, or all, access for the construction and operational phase will be utilised for the decommissioning phase.	

4.4 Ecology and Biodiversity

Table 4.3: Ecology and Biodiversity

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Clearance or damage of habitat resulting in temporary or permanent reduction in habitat extent and potential direct and indirect effects on associated species **Potential for obtrusive light spill to impact on ecology** **Potential for spillages to enter watercourses and impact ecology** **Dust deposition on sensitive ecological receptors**	Design buffers and Avoidance Areas are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** and in the **Outline Cable Route Construction Statement [EN0110014/APP/7.21]**, respectively. The Avoidance Areas are secured in the **Outline CEMP [EN0110014/APP/7.1]** and will also apply to the decommissioning phase, if relevant at the time. 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). The following measures would be adhered to during the decommissioning phase: ▪ Temporary lighting during decommissioning phase to follow the principles set out in Section 3.5 of this Outline DEMP; ▪ 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 similar to those contained within the **Outline CEMP [EN0110014/APP/7.1]**, including refuelling, storage of chemicals and hazardous materials in line with best practice guidelines, ensuring that they are secure and away from habitats of ecological value and watercourses and measures to prevent the deposition of sediment or other material in, and the pollution by sediment, of watercourses; ▪ 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, together with protected species, if required;	The ECoW will be responsible for undertaking actions identified following pre-decommissioning baseline surveys and undertaking and/or co-ordinating checks for protected species before providing confirmation that decommissioning activities can commence. The ECoW will also maintain a watching brief as necessary throughout the decommissioning phase to ensure compliance with relevant legislation, including adhering to any protected species mitigation measures legally required at that time.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Erection of woodland/tree protection fencing in accordance with BS5837:2012 'Trees in relation to design, demolition and construction' as well as current guidance provided by statutory bodies at that time; ▪ Erection of temporary fencing around works areas, protecting retained habitats of ecological value; ▪ Damping down of potential sources of dust; ▪ Contractors will be briefed as to the possible presence of protected and notable faunal species, with particular reference to the implications of legislation and licensing inspections; ▪ Any trenches or deep pits that are to be left open overnight will be provided with a means of escape should a Badger or other mammal enter. Any trenches/pits will be inspected each morning to ensure no animals have become trapped overnight; ▪ Disturbance from noise will be minimised by the adoption of good working practice and BPM; and ▪ In the event that one of more species that are listed as invasive non-native species is recorded within the decommissioning areas at the time, a Method Statement 11 of the **Outline Protected Species Mitigation Strategy [EN0110014/APP/6.3.8.10]** would be followed.	

4.5 Water Environment

Table 4.4: Water Environment

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Minimise the risk of flooding, surface water runoff, and pollution to waterbodies	Design buffers and Avoidance Areas are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]** and in the **Outline Cable Route Construction Statement [EN0110014/APP/7.21]**, respectively. The Avoidance Areas are secured in the **Outline CEMP [EN0110014/APP/7.1]** and will also apply to the decommissioning phase, if relevant at the time. Further, no temporary compounds and stockpiles would be located within Flood Zones 2 and 3 (see **ES Volume 3, Appendix 9.1 - Flood Risk Assessment & Outline Surface Water Drainage Strategy [EN0110014/APP/6.3.9.1]**). Decommissioning works specifically in areas located within Flood Zone 3 would not be undertaken when an Environment Agency Flood Warning is in place. An Emergency Response Plan will include details for pollution prevention and will be prepared and included alongside the detailed DEMP. Good practices would be incorporated into the detailed DEMP and would include but not limited to: ▪ Limit HGV movements to temporary compounds as far as practicable; ▪ All reasonably practicable measures would be taken to prevent the deposition of sediment or other material in, and the pollution by sediment of, any watercourse, arising from decommissioning activities. These measures would include soil bunds/silt traps where ground differences; ▪ Temporary attenuation to be used during decommissioning, if necessary; ▪ Where practicable, during the decommissioning phase, a minimum buffer of 10m would be preserved adjacent to main rivers and watercourses, including temporary compounds; ▪ The storage and handling of materials would be undertaken in temporary compounds/designated areas, away from main rivers and watercourses. Temporary compounds/designated areas would be kept secure to prevent vandalism that could lead to a pollution incident; ▪ Runoff and pollution from temporary compounds to have separate drainage and be managed using bunding, silt traps, oil drip trays and/or filter drains. Oil drip trays would be	To be confirmed in detailed DEMP. A Water Management Plan (which will form part of a detailed DEMP) will include details of pre decommissioning, decommissioning, and post-decommissioning water quality monitoring.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	utilised and be inspected. Any polluting materials suctioned out and stored in a bunded tank would be removed for disposal; ▪ Equipment and plant to be washed and cleaned in temporary compounds, where runoff can be isolated for treatment before disposal; ▪ Waste/debris to be prevented from entering main rivers and watercourses; ▪ Foul water from welfare facilities would be contained within sealed systems and tankered away; ▪ All chemicals would be stored in accordance with the Control of Substances Hazardous to Health (COSHH) guidelines. Spillage kits would be held on the Sites and personnel would be trained in their use. The Environment Agency would be informed, as soon as reasonably practicable, in the unlikely event of a suspected pollution incident; ▪ Fuel would be stored and used in accordance with the Control of Substances Hazardous to Health Regulations 2002 and the Control of Pollution (Oil Storage) (England) Regulations 2001; ▪ As far as reasonably practicable, only biodegradable hydraulic oils would be used in equipment working in or over watercourses; ▪ Earth stockpiles would be seeded as soon as practicable, covered with geotextile mats or surrounded by a bund; ▪ Mud would be controlled at entry and exits to the Sites using wheel washes and/or road sweepers; ▪ Any plant, machinery or vehicles would be regularly inspected and maintained to ensure they are in good working order and clean for use; and ▪ Access would be taken from new permeable or existing tracks accessed from the local highway network.	

4.6 Cultural Heritage

Table 4.5: Cultural Heritage

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
To restore the baseline landscape condition with consideration to the setting of identified heritage assets **Minimise / prevent harm to buried archaeological features**	In line with **ES Volume 3, Appendix 10.6 - Archaeological Mitigation Strategy [EN0110014/APP/6.3.10.6]**, the detailed DEMP would be agreed with the Archaeological Advisor to the relevant planning authority prior to decommissioning. Measures would include locating the temporary 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. Banksmen must be aware of areas with archaeological assets and will be responsible for ensuring no vehicle/plant movement occurs in these areas. Historic England's Advice Note 15: Commercial Renewable Energy Development and the Historic Environment provide the following examples of best practice to be considered during decommissioning: ▪ 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.	Provision for archaeological mitigation and monitoring is detailed in **ES Volume 3, Appendix 10.6 - Archaeological Mitigation Strategy [EN0110014/APP/6.3.10.6]**.

4.7 Transport and Access

Table 4.6: Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Increased traffic that will impact both motorised users and non-motorised users	A detailed DTMP will be produced prior to the commencement of decommissioning activities in consultation with the relevant planning authority. Industry best practice will be adopted wherever practicable to support the decommissioning phase. The detailed DTMP will include a Decommissioning Worker Travel Plan to encourage decommissioning workers to travel to the Sites via sustainable travel, where practicable. Measures would include the provision of a shuttle bus for non-local worker and workers who drive will be encouraged to car share where practicable. As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. Measures are set out within the **Outline CTMP [EN0110014/APP/7.6]** for the control of vehicles associated with the construction phase which are also applicable to the decommissioning phase. Good practices would be incorporated into the detailed DEMP/DTMP and would include but not limited to: ▪ Adherence to designated routes; ▪ Vehicle Booking Management System would be implemented for scheduling arrivals and departures; ▪ The Contractor would engage with suppliers and hauliers prior to any scheduling of deliveries to ensure that the scheduling system and process is clearly understood and that drivers are aware of the process for communicating with the Site Manager if there are any unforeseen issues with arrivals or departures; ▪ Temporary road signage will be installed along the traffic routes to inform all road users of the decommissioning works and to direct traffic to and from the various accesses; ▪ Temporary traffic management may be needed to protect the integrity of the public highway and the safety of road users; ▪ Wheel cleaning facilities would be provided at each access point, positioned near the end of the access track before vehicles join the public highway;	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP/DTMP. Any unforeseen issues that arise in relation to vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable; and ▪ Contact details for the Site Manager will be provided to the local highway authority prior to the commencement of works. These details will also be displayed on an information board at all access points. Members of the local community who have questions or concerns during the construction phase will be able to contact the Site Manager. Sub-Site access points used for construction and operation will also be used for decommissioning unless at the time they are deemed unsuitable through consultation with the local highway authority and an alternative access point is considered more appropriate. All AIL movements required as part of decommissioning will be managed by a specialist haulage contractor to ensure safety and compliance with the relevant standards, management protocols and notification processes at the time. Traffic management arrangements will be agreed in advance with National Highways, local highway authority and other relevant local highway authorities, structures' owners and the police, where necessary, before any AIL movements take place.	

4.8 Noise and Vibration

Table 4.7: 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**	Contractors would be required to ensure that works are carried out in accordance with BPM as far as reasonably practicable. Good practices would be incorporated into the detailed DEMP and would include but not limited to: ▪ Using 'silenced' plant and equipment, as appropriate; ▪ Switching off engines where vehicles are standing for a significant period of time; ▪ Fitting acoustic enclosures to suppress noisy equipment, as appropriate; ▪ Operating plant at low speeds and incorporating automatic low speed idling; ▪ Selecting less noisy equipment where practicable, such as: electrically-driven rather than internal combustion powered plant hydraulic powered rather than pneumatic equipment; and wheeled rather than tracked vehicles; ▪ Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced etc.); ▪ Where necessary and appropriate, use temporary screening or enclosures for static noisy plant to reduce impacts; ▪ Certifying plant to meet any relevant EC Directive standards; and ▪ Undertaking awareness training of all contractors in regard to BS 5228 (Parts 1 and 2).	A decommissioning noise monitoring scheme shall be developed and agreed with the relevant planning authority following appointment of a contractor and prior to commencement of decommissioning works. The detailed DEMP would also set out 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. Further details to be confirmed in the detailed DEMP. Section 61 consents would be obtained where noisy works are anticipated by the 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.

4.9 Air Quality

Table 4.8: Air Quality

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Fugitive dust emissions during the decommissioning phase.	Appropriate mitigation and control measures will be included in the detailed DEMP, which would include: <u>Communications:</u> ▪ Develop and implement a Stakeholder Communications Plan that includes community engagement before work commences; ▪ Display the name and contact details of person(s) accountable for air quality and dust issues on the Sites. This may be the Environmental Manager or the Site Manager; and ▪ Display the Contractor's head or regional office contact information. <u>Management:</u> ▪ Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant planning authority. ▪ 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 250m of the Order Limits, 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 that are at least as a high as any stockpiles on-site;	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed DEMP. The following monitoring will be undertaken: ▪ Undertake daily 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 the Order Limits, with cleaning to be provided if necessary. ▪ Carry out regular inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period; ▪ Avoid runoff of water or mud; ▪ Keep fencing, barriers and scaffolding clean using wet methods; ▪ Remove materials that have a potential to produce dust as soon as practicable, unless being re-used on the Sites. If they are being reused on the Sites, cover as described below; and ▪ Cover, seed or fence stockpiles to prevent wind whipping. <u>Operating Vehicle/Machinery and Sustainable Travel:</u> ▪ Ensure all vehicles/machinery are switched off when stationary/not in use - no idling vehicles; ▪ Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment, where practicable; and ▪ 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 relevant planning authority, where appropriate). <u>Operations:</u> ▪ Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems; ▪ Ensure an adequate water supply 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 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.	to the local authorities when asked. ▪ Increase the frequency of inspections by the person accountable for air quality and dust issues when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. ▪ Agree real-time PM_{10} (including $PM_{2.5}$) continuous monitoring locations with the relevant planning authority. Where practicable, commence baseline monitoring at least three months before decommissioning works commence. ▪ Any unforeseen issues that arise in relation to vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Decommissioning (Demolition): ▪ Soft strip inside buildings before demolition (retaining walls to provide a screen against dust); ▪ Ensure effective water suppression is used. Hand-held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground; ▪ Bag and remove any biological debris or damp down such material before demolition; and ▪ Avoid explosive blasting, using appropriate manual or mechanical alternatives. 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. Trackout: ▪ Use water-assisted dust sweeper(s) on the access and local roads to remove as necessary any material tracked out; ▪ Avoid dry sweeping of large areas; ▪ Ensure vehicles entering and leaving are covered to prevent escape of materials during transport; ▪ Inspect 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 logbook; ▪ Install hard surfaced haul routes, where practicable, 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 Sites where reasonably practicable); ▪ Access gates to be located at least 10m from receptors where practicable; and ▪ Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the exit, wherever site size and layout permits.	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Vehicle and plant emissions during the decommissioning phase.	Vehicles would 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 types for use in demolition is 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 6 (NOx and PM) for lorries, buses, coaches and HGV (excluding AIL).	The overall responsibility will be with the Applicant. Specific responsibilities will be confirmed in the detailed DEMP.

4.10 Socio-Economics

Table 4.9: Socio-Economics

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to tourism and recreation as a result of an influx of decommissioning workers	The Contractor would provide support for workers to find suitable private rental accommodation, hotels or other serviced accommodation.	No monitoring required.
Impacts to tourism and recreation as a result of decommissioning activities	Measures would follow those set out in the **Outline CEMP [EN0110014/APP/7.1]** and the **Outline CTMP [EN0110014/APP/7.6]**. Measures to control decommissioning traffic movements would be outlined in the DTMP, as described above. As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. This would include, but not limited to: ▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; and ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable.	A Community Liaison Manager would be available for members of the public to report any concerns or issues with PRoW and should report any concerns to the Site Manager to oversee any investigative, and if required, remediation work.
Impacts to economic activity and employment	The Applicant will implement employment and skills measures designed to maximise local benefits. These will include the creation of apprenticeship and trainee opportunities, targeted engagement with local education providers and STEM organisations, and collaboration with council initiatives. The Applicant will seek to source services from local contractors and sub-contractors where feasible and advertise jobs through local channels.	No monitoring required.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts on agricultural users	Cable infrastructure may be left in situ with the cables extracted through joint bays.	No monitoring required.

4.11 Soils and Agriculture

Table 4.10: Soils and Agriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impact on agricultural land and soils	Soil mitigation measures during the construction stage outlined in the **Outline SRMP [EN0110014/APP/7.9]** would apply during the decommissioning phase in principle. A detailed Soil Management Plan would be prepared substantially in accordance with the measures outlined in the **Outline SRMP [EN0110014/APP/7.9]**, secured by the corresponding requirement in the draft DCO and approved pre-commencement prior to restoration works taking place, so as to make sure comparable land quality restoration is achieved in areas of decommissioning save for those areas identified in the **Outline SRMP [EN0110014/APP/7.9]**. Although principally designed for the construction phase, the soil protection measures contained within the detailed Soil Resource Management Plan will also be relevant to works during the decommissioning phase, subject to relevant good practice measures in place at that time. In line with the relevant measures in the **Outline SRMP [EN0110014/APP/7.9]** and to be set out in the detailed Soil Resource Management Plan for the decommissioning phase, the detailed Soil Resource Management Plan will include the following but not limited to: ▪ Site preparation; ▪ Soil stripping; ▪ Soil stockpiling; ▪ Soil reinstatement: - Soil profiles to be reinstated will be designed to ensure soils/land to be restored to previous condition as far as practicable; - Treatment of overburden and placement by subsoiler/ripper especially for BESS where the ground has been sealed; - Restore field drainage where required to avoid waterlogging; - Soil placement; and - Soil aftercare and any remediation required. Foundations and other below ground infrastructure will be cut to 1.2m below the surface to enable future ploughing.	Site inspections by a suitably experienced soil scientist to ensure compliance with Soil Resources Management Plan and identify any emerging issues.

4.12 Human Health

Table 4.11: Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Peak impacts on Human health	Works during the decommissioning phase would be staggered 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 works.	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption to users of PRoW	As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. This would include, but not limited to: ▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; and ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable.	A Community Liaison Manager would be available for members of the public to report any concerns or issues with PRoW and should report any concerns to the Site Manager to oversee any investigative, and if required, remediation work.
Disruption to the local community	A Community Liaison Manager will be appointed, to whom any comments, concerns or complaints can be raised, either directly by members of the public or via elected representatives on parish councils, councillors and Members of Parliament. This role will be used to continue open channels of communication between the community and the operators during the decommissioning phase. In doing so, this will mitigate impacts on community identity by allowing the community to continue to be involved in the development of their local environment as the Scheme is decommissioned.	The Contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption to the provision of care services, users of social and healthcare facilities	The Applicant or Contractor will be required to keep in direct contact with the operators of care homes and service providers ahead of and during decommissioning, to ensure that operators are suitably resilient to reduce the likelihood of decommissioning impacts affecting the functional operation and quality of environment for residents and users.	To be confirmed in the detailed DEMP.

4.13 Ground Conditions

Table 4.12: Ground Conditions

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Ground contamination	In respect of existing ground contamination, the potential for unexpected contamination will be managed and remediated appropriately such that hazards present during construction are unlikely to be present during decommissioning. Measures during the construction stage outlined in the **Outline CEMP [EN0110014/APP/7.1]** would apply during the decommissioning phase in principle, considering good practice at the point of decommissioning. These include, but not limited to: ▪ Occupational health and safety measures e.g. PPE and statutory health and safety compliance in relation to ground gas from working in confined spaces or trenches; ▪ Appropriate training of workers in the handling and use of potentially hazardous substances; ▪ An awareness briefing regarding ground conditions and appropriate methods of working to limit disturbance of potentially contaminated soil or water, where practicable; ▪ Measures to minimise exposure to contaminated soils e.g. by controlling dust generation and the adoption of PPE will prevent prolonged skin contact, inhalation, and ingestion of soils during decommissioning; ▪ Measures to minimise and control runoff and/or leaching to controlled waters; ▪ Any temporary dewatering activities during decommissioning would be undertaken in accordance with best practice guidance and would include appropriate assessment undertaken as required by the guidance; ▪ Pollution prevention measures such as bunded storage, designated wheel washing areas, screening stockpiles of materials and dampening exposed soils as appropriate; and ▪ A protocol for dealing within any unexpected contamination will be developed by the Contractor. Decommissioning of the trenchless crossing beneath the peat would comprise either pulling of the cable only but leaving the ducting in place (i.e., no excavation works would be undertaken within the trenchless crossing) or not undertaking any decommissioning of the trenchless crossing.	The Environmental Manager will regularly record compliance in a logbook. The detailed DEMP will detail the frequency.

4.14 Minerals

Table 4.13: Minerals

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to mineral resource	Decommissioning and removal of all surface plant and structures to restore the baseline condition for the identified mineral resources. (Infrastructure is only left in the ground such as cable ducts after decommissioning where these do not present any significant constraint to future mineral extraction). Details of the methodology for reuse of incidentally excavated mineral within the Scheme. This will include: ▪ How materials would be assessed for the suitability for reuse; and ▪ Separation and stockpiling of excavated materials into different material types based on potential for re-use.	No monitoring required.

4.15 Materials and Waste

Table 4.14: Materials and Waste

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Potential to impact on sensitive receptors (humans, wildlife and controlled waters) if not stored and managed appropriately **Impacts on waste recycling and handling facility capacity**	The Contractor will consider the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the waste hierarchy. This would include, where reasonably practicable, segregation of decommissioning materials for appropriate reuse, recycling and recovery with landfill as a last resort. Waste electronics and electrical equipment (WEEE) will be produced during the decommissioning phase. These items will be recovered and recycled by an authorised processor in compliance with the WEEE Regulations. To ensure this is done according to 'Best Available Treatment Recovery and Recycling Techniques', a list of authorised processors should be kept up to date throughout the decommissioning phase. Batteries must be separated from WEEE streams so they can be recovered, recycled, or disposed of in accordance with the Waste Batteries and Accumulators Regulations. Applicant is committed to maximising the recycling and reuse of Scheme components at the end of their life. The Applicant/Contractor would adhere to the industry good practice outlined in Solar Power Europe's Lifecycle Quality Best Practice Guidance. A Site Waste Management Plan (SWMP) for decommissioning would be developed by the Contractor and will set out how to manage the disposal of waste in accordance with relevant legislative and policy requirements at the time of decommissioning. As part of the SWMP, the Contractor would segregate decommissioning waste to be reuse and recycled, where reasonably practicable. All waste transported off the Sites will be delivered to the appropriately licenced receivers of such materials.	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded. 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, as required;	The types, quantities and final destination of waste generated during the decommissioning phase

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Burning of waste or unwanted materials will not be permitted; ▪ All hazardous materials including fuels, chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers in appropriately protected and bunded storage areas; ▪ All workers will be required to use appropriate PPE; ▪ Any waste effluent will be tested and, where necessary, disposed of at a correctly licensed facility by a licensed specialist Contractor(s); and ▪ Materials requiring removal would 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.	would be identified, measured and recorded. 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.

4.16 Telecommunications, Television Reception and Utilities

Table 4.15: Telecommunications, Television Reception and Utilities

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Telecommunications, Television Reception and Utilities	Mitigation measures during the construction stage outlined in the **Outline CEMP [EN0110014/APP/7.1]** would apply during the decommissioning phase in principle. In advance of decommissioning, the Applicant will liaise with all utility providers with assets in the area regarding decommissioning timelines, decommissioning activities, proximity to assets and decommissioning management measures that will be in place to ensure no impact to utilities. Safe working beneath any overhead lines in line with National Grid's technical guidance note 287. This includes, for example, ensuring adequate clearances are in place when plant and equipment are being moved beneath overhead lines. Measures in relation to safe working near buried utilities, particularly gas pipelines, will be in place. For example, safety measures set out in National Grid and Northern Gas Networks guidance documents for third parties working in the vicinity of high-pressure gas pipelines and associated installations and the HS(G)47 guidance.	No monitoring required.

4.17 Glint and Glare

Table 4.16: Glint and Glare

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Glint and glare	No mitigation measures have been identified during the decommissioning phase.	NA

4.18 Electromagnetic Fields

Table 4.17: Electromagnetic Fields

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

4.19 Major Accidents and Disasters

Table 4.18: Major Accidents and Disasters

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Major accident and disasters	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of fire, police, emergency services and hospitals would be publicised and included in the inductions. 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. An **Outline Battery Safety Management Plan [EN0110014/APP/7.5]** details the risks associated with fires from the Battery Storage Energy System (BESS). An Emergency Response Plan would be followed in the event of fire. Further risks of major accidents and disasters are covered in relation to the Water Environment, Transport and Access; Ground Conditions, Human Health and Other Environmental Matters.	No monitoring required.

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

5.1 Purpose

5.1.1 This section of the Outline DEMP sets out the mitigation measures to be included as a minimum in the detailed DEMP pertaining to the National Grid Substation and Grid Connection Infrastructure. It also sets out monitoring requirements and the responsible party identified.

5.1.2 This section will be updated and developed as part of the detailed DEMP. It is assumed all mitigation is in line with the regulations and guidance at the time when decommissioning is undertaken. 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.

5.2 Climate Change

Table 5.1: Climate Change

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Greenhouse Gas (GHG) emissions from decommissioning traffic and equipment.	Measures will be developed prior to the decommissioning phase for the use of lower-carbon and more climate change resilient methods. Appropriate standard and good practice control measures will be included in the detailed DEMP, 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 GHG by employing good industry practice measures; ▪ 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 staff and providing appropriate facilities for the safe storage of cycles; ▪ Liaising with decommissioning personnel for the potential to implement staff minibuses and car sharing options; ▪ Implementing a Decommissioning Workers Travel Plan to reduce the volume of staff and employee trips; ▪ Switching vehicles and plant off when not in use and ensuring decommissioning vehicles conform to UK emissions standards at the time; and ▪ Conducting regular planned maintenance of the plant and machinery to optimise efficiency.	Monitoring weather forecasts and the news for Environment Agency flood warnings, relevant weather warnings, and water levels of the local waterways.
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; ▪ Health and safety plans and risk assessments 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) and good practice health management measures for staff working in heat such as staying hydrated and sun protection; ▪ Fire suppression system to rapidly action in case of fire;	The Contractor 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.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ 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 weather conditions.	

5.3 Landscape and Visual

Table 5.2: Landscape and Visual

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Loss of existing landscape features, e.g., vegetation Visibility of decommissioning activities	Design buffers and Avoidance Areas are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]**. At decommissioning, other than the buried cabling (which may or may not remain in-situ, depending upon future best practice), along with the National Grid Substation and the Grid Connection Infrastructure which would remain in place, all infrastructure would be removed. 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 Order Limits, including residential and PRoW; ▪ Ensuring a tidy and neat working environment and covering stockpiles in accordance with best practice measures; ▪ Temporary lighting during decommissioning phase to follow the principles set out in Section 3.5 of this Outline DEMP; ▪ Decommissioning works which create dust will incorporate damping measures to minimise dust generation on users of the PRoW and residential properties; and ▪ Vegetation disturbance would be minimised and any bare ground resulting from decommissioning would be re-seeded in accordance with the relevant measures set out in the **Outline LEMP [EN0110014/APP/7.4]**.	To be set out in the detailed DEMP.
Additional tree removal or pruning, and/or impacts to roots	▪ A tree survey would be undertaken prior to decommissioning in accordance with BS 5837:2012 (or in line with most recent adopted standard and industry guidelines); ▪ An Arboricultural Impact Assessment would be produced alongside an Arboricultural Method Statement, if required; ▪ Retention of existing trees throughout the Order Limits as identified in **ES Volume 3, Appendix 7.10 - Preliminary Arboricultural Impact Assessment [EN0110014APP/6.3.7.10]**;	To be confirmed in the detailed DEMP.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Hoarding and construction exclusion zones would be introduced around retained trees in accordance with the requirements of BS 5837:2012 'Trees in relation to design, demolition and construction' (or in line with most recent adopted standard and industry guidelines); and ▪ Some, or all, access for the construction and operational phase will be utilised for the decommissioning phase.	

5.4 Ecology and Biodiversity

Table 5.3: Ecology and Biodiversity

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Clearance or damage of habitat resulting in temporary or permanent reduction in habitat extent and potential direct and indirect effects on associated species **Potential for obtrusive light spill to impact on ecology** **Potential for spillages to enter watercourses and impact ecology** **Dust deposition on sensitive ecological receptors**	Design buffers are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]**. 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). The following measures would be adhered to during the decommissioning phase: ▪ Temporary lighting during decommissioning phase to follow the principles set out in Section 3.5 of this Outline DEMP; ▪ 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 similar to those contained within the **Outline CEMP [EN0110014/APP/7.1]**, including refuelling, storage of chemicals and hazardous materials in line with best practice guidelines, ensuring that they are secure and away from habitats of ecological value and watercourses and measures to prevent the deposition of sediment or other material in, and the pollution by sediment, of watercourses; ▪ 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, together with protected species, if required; ▪ Erection of woodland/tree protection fencing in accordance with BS5837:2012 ‘Trees in relation to design, demolition and construction’ as well as current guidance provided by statutory bodies at that time;	The ECoW will be responsible for undertaking actions identified following pre-decommissioning baseline surveys and undertaking and/or co-ordinating checks for protected species before providing confirmation that decommissioning activities can commence. The ECoW will also maintain a watching brief as necessary throughout the decommissioning phase to ensure compliance with relevant legislation, including adhering to any protected species mitigation measures legally required at that time.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Erection of temporary fencing around works areas, protecting retained habitats of ecological value; ▪ Damping down of potential sources of dust; ▪ Contractors will be briefed as to the possible presence of protected and notable faunal species, with particular reference to the implications of legislation and licensing inspections; ▪ Any trenches or deep pits that are to be left open overnight will be provided with a means of escape should a Badger or other mammal enter. Any trenches/pits will be inspected each morning to ensure no animals have become trapped overnight; ▪ Disturbance from noise will be minimised by the adoption of good working practice and BPM; and ▪ In the event that one of more species that are listed as invasive non-native species is recorded within the decommissioning areas at the time, a Method Statement 11 of the **Outline Protected Species Mitigation Strategy [EN0110014/APP/6.3.8.10]** should be followed.	

5.5 Water Environment

Table 5.4: Water Environment

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Minimise the risk of flooding, surface water runoff, and pollution to waterbodies	Design buffers and Avoidance Areas are incorporated into the design of the Scheme to reduce impacts as far as practicable. These are set out in the **Design Principles, Parameters and Commitments [EN0110014/APP/7.18]**. An Emergency Response Plan will include details for pollution prevention and will be prepared and included alongside the detailed DEMP. Good practices would be incorporated into the detailed DEMP and would include but not limited to: ▪ Limit HGV movements to temporary compounds as far as practicable; ▪ All reasonably practicable measures would be taken to prevent the deposition of sediment or other material in, and the pollution by sediment of, any watercourse, arising from decommissioning activities. These measures would include soil bunds/silt traps where ground differences; ▪ Temporary attenuation to be used during decommissioning, if necessary; ▪ Where practicable, during the decommissioning phase, a minimum buffer of 10m would be preserved adjacent to main rivers and watercourses, including temporary compounds; ▪ The storage and handling of materials would be undertaken in temporary compounds/designated areas, away from main rivers and watercourses. Temporary compounds/designated areas would be kept secure to prevent vandalism that could lead to a pollution incident; ▪ Runoff and pollution from temporary compounds to have separate drainage and be managed using bunding, silt traps, oil drip trays and/or filter drains. Oil drip trays would be utilised and be inspected. Any polluting materials suctioned out and stored in a bunded tank would be removed for disposal; ▪ Equipment and plant to be washed and cleaned in temporary compounds, where runoff can be isolated for treatment before disposal; ▪ Waste/debris to be prevented from entering main rivers and watercourses; ▪ Foul water from welfare facilities would be contained within sealed systems and tankered away;	To be confirmed in detailed DEMP. A Water Management Plan (which will form part of a detailed DEMP) will include details of pre decommissioning, decommissioning, and post-decommissioning water quality monitoring.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ All chemicals would be stored in accordance with the Control of Substances Hazardous to Health (COSHH) guidelines. Spillage kits would be held on the Sites and personnel would be trained in their use. The Environment Agency would be informed, as soon as reasonably practicable, in the unlikely event of a suspected pollution incident; ▪ Fuel would be stored and used in accordance with the Control of Substances Hazardous to Health Regulations 2002 and the Control of Pollution (Oil Storage) (England) Regulations 2001; ▪ As far as reasonably practicable, only biodegradable hydraulic oils would be used in equipment working in or over watercourses; ▪ Earth stockpiles would be seeded as soon as practicable, covered with geotextile mats or surrounded by a bund; ▪ Mud would be controlled at entry and exits to the Sites using wheel washes and/or road sweepers; ▪ Any plant, machinery or vehicles would be regularly inspected and maintained to ensure they are in good working order and clean for use; and ▪ Access would be taken from new permeable or existing tracks accessed from the local highway network.	

5.6 Cultural Heritage

Table 5.5: Cultural Heritage

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
To restore the baseline landscape condition with consideration to the setting of identified heritage assets **Minimise / prevent harm to buried archaeological features**	In line with **ES Volume 3, Appendix 10.6 - Archaeological Mitigation Strategy [EN0110014/APP/6.3.10.6]**, the detailed DEMP would be agreed with the Archaeological Advisor to the relevant planning authority prior to decommissioning. Measures would include locating the temporary 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. Banksmen must be aware of areas with archaeological assets and will be responsible for ensuring no vehicle/plant movement occurs in these areas. Historic England's Advice Note 15: Commercial Renewable Energy Development and the Historic Environment provide the following examples of best practice to be considered during decommissioning: ▪ 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.	Provision for archaeological mitigation and monitoring is detailed in **ES Volume 3, Appendix 10.6 - Archaeological Mitigation Strategy [EN0110014/APP/6.3.10.6]**.

5.7 Transport and Access

Table 5.6: Transport and Access

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Increased traffic that will impact both motorised users and non-motorised users	A detailed DTMP will be produced prior to the commencement of decommissioning activities in consultation with the relevant planning authority. Industry best practice will be adopted wherever practicable to support the decommissioning phase. The detailed DTMP will include a Decommissioning Worker Travel Plan to encourage decommissioning workers to travel to the Sites via sustainable travel, where practicable. Measures would include the provision of a shuttle bus for non-local worker and workers who drive will be encouraged to car share where practicable. As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. Measures are set out within the **Outline CTMP [EN0110014/APP/7.6]** for the control of vehicles associated with the construction phase which are also applicable to the decommissioning phase. Good practices would be incorporated into the detailed DEMP/DTMP and would include but not limited to: ▪ Adherence to designated routes; ▪ Vehicle Booking Management System would be implemented for scheduling arrivals and departures; ▪ The Contractor would engage with suppliers and hauliers prior to any scheduling of deliveries to ensure that the scheduling system and process is clearly understood and that drivers are aware of the process for communicating with the Site Manager if there are any unforeseen issues with arrivals or departures; ▪ Temporary road signage will be installed along the traffic routes to inform all road users of the decommissioning works and to direct traffic to and from the various accesses; ▪ Temporary traffic management may be needed to protect the integrity of the public highway and the safety of road users; ▪ Wheel cleaning facilities would be provided at each access point, positioned near the end of the access track before vehicles join the public highway;	The appointed contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP/DTMP. Any unforeseen issues that arise in relation to vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable; and ▪ Contact details for the Site Manager will be provided to the local highway authority prior to the commencement of works. These details will also be displayed on an information board at all access points. Members of the local community who have questions or concerns during the construction phase will be able to contact the Site Manager. Sub-Site access points used for construction and operation will also be used for decommissioning unless at the time they are deemed unsuitable through consultation with the local highway authority and an alternative access point is considered more appropriate. All AIL movements required as part of decommissioning will be managed by a specialist haulage contractor to ensure safety and compliance with the relevant standards, management protocols and notification processes at the time. Traffic management arrangements will be agreed in advance with National Highways, local highway authority and other relevant local highway authorities, structures' owners and the police, where necessary, before any AIL movements take place.	

5.8 Noise and Vibration

Table 5.7: 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**	Contractors would be required to ensure that works are carried out in accordance with BPM as far as reasonably practicable. Good practices would be incorporated into the detailed DEMP and would include but not limited to: ▪ Using 'silenced' plant and equipment, as appropriate; ▪ Switching off engines where vehicles are standing for a significant period of time; ▪ Fitting acoustic enclosures to suppress noisy equipment, as appropriate; ▪ Operating plant at low speeds and incorporating automatic low speed idling; ▪ Selecting less noisy equipment where practicable, such as: electrically-driven rather than internal combustion powered plant hydraulic powered rather than pneumatic equipment; and wheeled rather than tracked vehicles; ▪ Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced etc.); ▪ Where necessary and appropriate, use temporary screening or enclosures for static noisy plant to reduce impacts; ▪ Certifying plant to meet any relevant EC Directive standards; and ▪ Undertaking awareness training of all contractors in regard to BS 5228 (Parts 1 and 2).	A decommissioning noise monitoring scheme shall be developed and agreed with the relevant planning authority following appointment of a Contractor and prior to commencement of decommissioning works. The detailed DEMP would also set out 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 National Grid Electricity Transmission. Further details to be confirmed in the detailed DEMP. Section 61 consents would be obtained where noisy works are anticipated by the 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.

5.9 Air Quality

Table 5.8: Air Quality

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Fugitive dust emissions during the decommissioning phase.	Appropriate mitigation and control measures will be included in the detailed DEMP, which would include: <u>Communications:</u> ▪ Develop and implement a Stakeholder Communications Plan that includes community engagement before decommissioning work commences; ▪ Display the name and contact details of person(s) accountable for air quality and dust issues on the Sites. This may be the Environmental Manager or the Site Manager; and ▪ Display the Contractor's head or regional office contact information. <u>Management:</u> ▪ Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the relevant planning authority; ▪ 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 250m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes. <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 that are at least as a high as any stockpiles;	Specific responsibilities will be confirmed in the detailed DEMP. The overall responsibility will be with National Grid Electricity Transmission. The following monitoring will be undertaken: ▪ Undertake daily 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 the Order Limits, with cleaning to be provided if necessary. ▪ Carry out regular inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ Fully enclose specific operations where there is a high potential for dust production and the site is active for an extensive period; ▪ Avoid runoff of water or mud; ▪ Keep fencing, barriers and scaffolding clean using wet methods; ▪ Remove materials that have a potential to produce dust as soon as practicable, unless being re-used on the Sites. If they are being reused on the Sites, cover as described below; and ▪ Cover, seed or fence stockpiles to prevent wind whipping. <u>Operating Vehicle/Machinery and Sustainable Travel:</u> ▪ Ensure all vehicles/machinery are switched off when stationary/not in use - no idling vehicles; ▪ Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment, where practicable; and ▪ 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 relevant planning authority, where appropriate). <u>Operations:</u> ▪ Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems; ▪ Ensure an adequate water supply 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 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.	to the local authorities when asked. ▪ Increase the frequency of inspections by the person accountable for air quality and dust issues when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. ▪ Agree real-time PM_{10} (including $PM_{2.5}$) continuous monitoring locations with the relevant planning authority. Where practicable, commence baseline monitoring at least three months before decommissioning works commence. ▪ Any unforeseen issues that arise in relation to vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	Decommissioning (Demolition): ▪ Soft strip inside buildings before demolition (retaining walls to provide a screen against dust); ▪ Ensure effective water suppression is used. Hand-held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition, high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground; ▪ Bag and remove any biological debris or damp down such material before demolition; and ▪ Avoid explosive blasting, using appropriate manual or mechanical alternatives. 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. Trackout: ▪ Use water-assisted dust sweeper(s) on the access and local roads to remove as necessary any material tracked out; ▪ Avoid dry sweeping of large areas; ▪ Ensure vehicles entering and leaving are covered to prevent escape of materials during transport; ▪ Inspect 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 logbook; ▪ Install hard surfaced haul routes, where practicable, 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 Sites where reasonably practicable); ▪ Access gates to be located at least 10m from receptors where practicable; and ▪ Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the exit, wherever site size and layout permits.	

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Vehicle and plant emissions during the decommissioning phase.	Vehicles would 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 types for use in demolition is 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 6 (NOx and PM) for lorries, buses, coaches and HGV (excluding AIL).	The overall responsibility will be with National Grid Electricity Transmission. Specific responsibilities will be confirmed in the detailed DEMP.

5.10 Socio-Economics

Table 5.9: Socio-Economics

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to tourism and recreation as a result of an influx of decommissioning workers	The Contractor would provide support for workers to find suitable private rental accommodation, hotels or other serviced accommodation.	No monitoring required.
Impacts to tourism and recreation as a result of decommissioning activities	Measures would follow those set out in the **Outline CEMP [EN0110014/APP/7.1]** and the **Outline CTMP [EN0110014/APP/7.6]**. Measures to control decommissioning traffic movements would be outlined in the DTMP, as described above. As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. This would include, but not limited to: ▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; and ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable.	To be set out in the detailed DEMP.
Impacts on agricultural users	Cable infrastructure may be left in situ with the cables extracted through joint bays.	No monitoring required.

5.11 Soils and Agriculture

Table 5.10: Soils and Agriculture

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impact on agricultural land and soils	Soil mitigation measures during the construction stage outlined in the **Outline SRMP [EN0110014/APP/7.9]** would apply during the decommissioning phase in principle. A detailed Soil Management Plan would be prepared substantially in accordance with the measures outlined in the **Outline SRMP [EN0110014/APP/7.9]**, secured by the corresponding requirement in the draft DCO and approved pre-commencement prior to restoration works taking place, so as to make sure comparable land quality restoration is achieved in areas of decommissioning save for those areas identified in the **Outline SRMP [EN0110014/APP/7.9]**. Although principally designed for the construction phase, the soil protection measures contained within the detailed Soil Resource Management Plan will also be relevant to works during the decommissioning phase, subject to relevant good practice measures in place at that time. In line with the relevant measures in the **Outline SRMP [EN0110014/APP/7.9]** and to be set out in the detailed Soil Resource Management Plan for the decommissioning phase, the detailed Soil Resource Management Plan will include the following but not limited to: ▪ Site preparation; ▪ Soil stripping; ▪ Soil stockpiling; ▪ Soil reinstatement: - Soil profiles to be reinstated will be designed to ensure soils/land to be restored to previous condition as far as practicable; - Treatment of overburden and placement by subsoiler/ripper especially for BESS where the ground has been sealed; - Restore field drainage where required to avoid waterlogging; - Soil placement; and - Soil aftercare and any remediation required. Foundations and other below ground infrastructure will be cut to 1.2m below the surface to enable future ploughing.	Site inspections by a suitably experienced soil scientist to ensure compliance with Soil Resources Management Plan and identify any emerging issues.

5.12 Human Health

Table 5.11: Human Health

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Peak impacts on Human health	Works during the decommissioning phase would be staggered 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 works.	The appointed Contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption to users of PRoW	As set out in the **Outline PRoWPPMP [EN0110014/APP/7.8]**, PRoW will be managed in a similar way as the construction phase. There are likely to be instances where access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users. This would include, but not limited to: ▪ Signage would be installed along the PRoW to inform users about decommissioning activity. The signs will provide information on decommissioning times and contact details for a Public Liaison Officer; ▪ Traffic Marshals or Banksmen would be positioned where relevant along a PRoW impacted by traffic to hold vehicles if a PRoW user is present and advise PRoW users of the potential for vehicles; ▪ Speeds to be limited to 5-10mph near PRoW; and ▪ Any damage to the surface of the PRoW directly attributable to the Scheme will be repaired as soon as practicable.	To be set out in the detailed DEMP.
Disruption to the local community	A Community Liaison Manager will be appointed, to whom any comments, concerns or complaints can be raised, either directly by members of the public or via elected representatives on parish councils, councillors and Members of Parliament. This role will be used to continue open channels of communication between the community and the operators during the decommissioning phase. In doing so, this will mitigate impacts on community identity by allowing the community to continue to be involved in the development of their local environment as the Scheme is decommissioned.	The Contractor will undertake such monitoring as is necessary. Further details to be confirmed in the detailed DEMP.
Disruption provision to of the care services and to users of social and healthcare facilities	National Grid Electricity Transmission or Contractor will be required to keep in direct contact with the operators of care homes and service providers ahead of and during decommissioning, to ensure that operators are suitably resilient to reduce the likelihood of decommissioning impacts affecting the functional operation and quality of environment for residents and users.	To be confirmed in the detailed DEMP.

5.13 Ground Conditions

Table 5.12: Ground Conditions

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Ground contamination	In respect of existing ground contamination, the potential for unexpected contamination will be managed and remediated appropriately such that hazards present during construction are unlikely to be present during decommissioning. Measures during the construction stage outlined in the **Outline CEMP [EN0110014/APP/7.1]** would apply during the decommissioning phase in principle, considering good practice at the point of decommissioning. These include, but not limited to: ▪ Occupational health and safety measures e.g. PPE and statutory health and safety compliance in relation to ground gas from working in confined spaces or trenches; ▪ Appropriate training of workers in the handling and use of potentially hazardous substances; ▪ An awareness briefing regarding ground conditions and appropriate methods of working to limit disturbance of potentially contaminated soil or water, where practicable; ▪ Measures to minimise exposure to contaminated soils e.g. by controlling dust generation and the adoption of PPE will prevent prolonged skin contact, inhalation, and ingestion of soils during decommissioning; ▪ Measures to minimise and control runoff and/or leaching to controlled waters; ▪ Any temporary dewatering activities during decommissioning would be undertaken in accordance with best practice guidance and would include appropriate assessment undertaken as required by the guidance; ▪ Pollution prevention measures such as bunded storage, designated wheel washing areas, screening stockpiles of materials and dampening exposed soils as appropriate; and ▪ A protocol for dealing within any unexpected contamination will be developed by the Contractor.	The Environmental Manager will regularly record compliance in a logbook. The detailed DEMP will detail the frequency.

5.14 Minerals

Table 5.13: Minerals

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Impacts to mineral resource	No mitigation measures have been identified during the decommissioning phase.	N/A

5.15 Materials and Waste

Table 5.14: Materials and Waste

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Potential to impact on sensitive receptors (humans, wildlife and controlled waters) if not stored and managed appropriately **Impacts on waste recycling and handling facility capacity**	The Contractor will consider the objectives of sustainable resource and waste management and seek to use material resources efficiently, reduce waste at source, reduce waste that requires final disposal to landfill and apply the principles of the waste hierarchy. This would include, where reasonably practicable, segregation of decommissioning materials for appropriate reuse, recycling and recovery with landfill as a last resort. Waste electronics and electrical equipment (WEEE) will be produced during the decommissioning phase. These items will be recovered and recycled by an authorised processor in compliance with the WEEE Regulations. To ensure this is done according to 'Best Available Treatment Recovery and Recycling Techniques', a list of authorised processors should be kept up to date throughout the decommissioning phase. Batteries must be separated from WEEE streams so they can be recovered, recycled, or disposed of in accordance with the Waste Batteries and Accumulators Regulations. A Site Waste Management Plan (SWMP) for decommissioning would be developed by the Contractor and will set out how to manage the disposal of waste in accordance with relevant legislative and policy requirements at the time of decommissioning. As part of the SWMP, the Contractor would segregate decommissioning waste to be reuse and recycled, where reasonably practicable. All waste transported off the Sites will be delivered to the appropriately licenced receivers of such materials.	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded. 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, as required; ▪ Burning of waste or unwanted materials will not be permitted; ▪ All hazardous materials including fuels, chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers in appropriately protected and bunded storage areas;	The types, quantities and final destination of waste generated during the decommissioning phase would be identified, measured and recorded.

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
	▪ All workers will be required to use appropriate PPE; ▪ Any waste effluent will be tested and, where necessary, disposed of at a correctly licensed facility by a licensed specialist Contractor(s); and ▪ Materials requiring removal would be transported using licensed carriers and records will be kept detailing the types and quantities of waste moved and the destinations of this waste, in accordance with the relevant regulations.	A register of all waste loads leaving the Order Limits would be maintained to provide a suitable audit trail for compliance purposes and to facilitate monitoring and reporting of waste types, quantities and management methods.

5.16 Telecommunications, Television Reception and Utilities

Table 5.15: Telecommunications, Television Reception and Utilities

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Telecommunications, Television Reception and Utilities	Mitigation measures during the construction stage outlined in the **Outline CEMP [EN0110014/APP/7.1]** would apply during the decommissioning phase in principle. In advance of decommissioning, National Grid Electricity Transmission will liaise with all utility providers with assets in the area regarding decommissioning timelines, decommissioning activities, proximity to assets and decommissioning management measures that will be in place to ensure no impact to utilities. Safe working beneath any overhead lines in line with National Grid's technical guidance note 287. This includes, for example, ensuring adequate clearances are in place when plant and equipment are being moved beneath overhead lines. Measures in relation to safe working near buried utilities, particularly gas pipelines, will be in place. For example, safety measures set out in National Grid and Northern Gas Networks guidance documents for third parties working in the vicinity of high-pressure gas pipelines and associated installations and the HS(G)47 guidance.	No monitoring required.

5.17 Glint and Glare

Table 5.16: Glint and Glare

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Glint and glare	No mitigation measures have been identified during the decommissioning phase.	NA

5.18 Electromagnetic Fields

Table 5.17: Electromagnetic Fields

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

5.19 Major Accidents and Disasters

Table 5.18: Major Accidents and Disasters

Potential Impact	Mitigation/Enhancement Measure	Monitoring Requirements
Major accident and disasters	All works will be undertaken in accordance with relevant Health and Safety legislation and guidance. Details of fire, police, emergency services and hospitals would be publicised and included in the inductions. 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. Further risks of major accidents and disasters are covered in relation to the Water Environment, Transport and Access; Ground Conditions, Human Health and Other Environmental Matters.	No monitoring required.

6 Complementary Plans and Procedures

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

7 Implementation and Operation

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

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

8 Monitoring and Reporting

8.1 Monitoring

8.1.1 To meet the requirement of the detailed DEMP, environmental monitoring and its impacts will be undertaken throughout the decommissioning phase. Monitoring requirements will be set out in the detailed DEMP.

8.1.2 As part of the monitoring process, the Contractor will allocate a designated Environment Manager supported by an ECoW where required, who will be present on the Sites throughout the decommissioning phase and when are activities are commencing. The Safety, Health and Environment Manager will observe activities and report any deviations from the detailed DEMP, 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 planning authority and other regulatory agencies, such as the Environment Agency.

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

8.2 Records

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

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

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

8.2.3 A brief report will be produced and submitted to the relevant planning authority on a quarterly basis and following completion of decommissioning. This will summarise the monitoring process, observed deviations from the detailed DEMP and the corrective actions taken.

8.3 Management Review

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

References

Ref - 1 UK Government (2008) *The Planning Act 2008 (as amended)*. < https://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf > accessed December 2025.

Ref - 2 UK Government (2017) *The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017* (as amended). < https://www.legislation.gov.uk/uksi/2017/572 > accessed December 2025.

Ref - 3 UK Government (1974) *The Control of Pollution Act 1974*. < https://www.legislation.gov.uk/ukpga/1974/40 > accessed December 2025.

Ref - 4 BSI (2014) *BS 5228-1:2009+A1:2014. Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise & Part 2: Vibration 2009*.

Ref - 5 UK Government (1974) *Control of Pollution Act 1974*.

Ref - 6 Institute of Lighting Professionals and the Bat Conservation Trust (2018) *Guidance Note 8 Bats and artificial lighting*.

Ref - 7 Institute of Lighting Professionals and the Bat Conservation Trust (2021) *Guidance Note 1 for the reduction of obtrusive light 2021.*

Ref - 8 UK Government (2011) *The Waste (England and Wales) Regulations 2011 (as amended)*.

Ref - 9 UK Government (2005) *The Hazardous Waste (England and Wales) Regulations 2005 (as amended).*

Ref - 10 CL:AIRE (2011) *The Definition of Waste: Development Industry Code of Practice.*

Ref - 11 Considerate Constructors Scheme (2022) *The code of considerate practice*. < https://www.ccscheme.org.uk/resources/the-code-of-considerate-practice/ > accessed December 2025.

Ref - 12 UK Government (2002) *Control of Substances Hazardous to Health Regulations 2002* < https://www.legislation.gov.uk/uksi/2002/2677/contents > accessed December 2025.

Ref - 13 UK Government (2001) *Control of Pollution (Oil Storage) (England) Regulations 2001* < https://www.legislation.gov.uk/uksi/2001/2954/contents > accessed December 2025.

Ref - 14 BSI (2014) *BS 5228-1:2009+A1:2014. Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise & Part 2: Vibration 2009*.

Ref - 15 National Grid (2016) *Technical Guidance Note 287: Third-party guidance for working near National Grid Electricity Transmission equipment*.

Ref - 16 National Grid (2007) *Specifications for Safe Working in the Vicinity of National Grid High Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties*.

Ref - 17 Northern Gas Networks (2017) *Working safely near high pressure gas pipelines and associated installations: Third party requirements*.

Ref - 18 Health and Safety Executive (2014) *Avoiding Dangerous underground Services HSG47.*

Ref - 19 BSI (2012) *BS5837:2012-1:1980+A1:1991+A2:2005+A3:2012. Trees in Relation to Design, Demolition and Construction 2012*.