



Awel y Môr Offshore Wind Farm

Category 8: Other Documents

Schedule of Mitigation

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1 Schedule of Mitigation

1.1 Introduction

- 1 This document lists all the mitigation proposed in the Environmental Impact Assessment (EIA) for Awel y Môr (AyM). The following schedule lists all measures proposed and signposts where the commitments made in the Environmental Statement (ES) are secured in the draft Development Consent Order (DCO) and associated documents.
- 2 As a result of the parallel DCO and Marine Licence application processes, signposting offshore-specific mitigation measures to draft marine licence conditions is not possible. Mitigation measures of relevance to marine licencing are included in the Marine Licence Principles Document (application ref: 5.4.3).

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 1: Project Description	Pre-Construction drainage plan (Cable installation)	A pre-construction drainage plan will be developed and implemented to minimise water within the trench and ensure ongoing drainage of surrounding land. Where water enters the trenches during installation, this will be pumped via appropriate means to remove sediment, before being discharged into local ditches or drains via temporary interceptor drains.	Provision of drainage plan as part of the construction management plan	Secured in DCO - Requirement 10
Onshore	Chapter 1: Project Description Chapter 9: Traffic and transport	Construction Traffic Management Plan	The type of traffic management measures that will be implemented during construction of AyM are set out in the outline Construction Traffic Management Plan (OCTMP) that is Appendix 7 of the Outline CoCP. Specific traffic management measures for each construction access location will be developed and agreed with DCC, or for two of the proposed construction access locations that connect to the strategic road network (SRN), the North and Mid Wales Trunk Road Agent (NMWTRA) prior to the commencement of construction.	Provision of construction traffic management plan	Secured in DCO - Requirement 10
Onshore	Chapter 1: Project Description	Construction Traffic Management Plan	Temporary Construction Compounds (TCCs) will have sufficient space to ensure no vehicles are parked on the public highway. Further information is provided in the outline CTMP that is Appendix 7 of the outline CoCP	Provision of construction traffic management plan	Secured in DCO - Requirement 10
Onshore	Chapter 1: Project Description	Decommissioning Plan	A decommissioning plan will be required to be submitted prior to decommissioning in accordance with a requirement in the DCO.	Provision of decommissioning plan	Secured in DCO - Requirement 21
Onshore	Chapter 2: LVIA	Code of Construction Practice	Mitigation opportunities during the construction phase of works will be limited and primarily relate to the restrictions imposed on the working areas and measures identified in the Code of Construction Practice (CoCP), an outline version of which is provided in application document 8.13.	Provision of Code of Construction Practice (CoCP)	Secured in DCO - Requirement 10
Onshore	Chapter 2: LVIA	LEMP	An outline Landscape and Ecological Management Plan (LEMP) is provided with the DCO application (application ref: 8.4) and sets out the principles and key landscape and ecology elements for the onshore elements of AyM. The outline LEMP is also accompanied by a Design Principles Document (application ref: 8.8) which provides further detail with regards the principles that will be applied to the design of the infrastructure. The OLEMP and outline CoCP seek to stipulate measures to avoid, reduce or offset environmental effects of the construction works, including those related to landscape and visual amenity. Both documents would be updated following detailed design and submitted to DCC for approval prior to the commencement of works.	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 2: LVIA	Operational Mitigation - Substation Mitigation - Planting	The proposed woodland mostly comprises indigenous woodland species and would be located around the OnSS. The mitigation woodland planting would be designed to comprise a mix of faster growing 'nurse' species and slower growing 'core' species. Nurse species, such as alder, birch, and black poplar would grow quicker so that after 15 years they would be approximately 7-10m in height. They would provide shelter to bring on core species, such as oak, elm and sycamore. Whilst the nurse species would be sufficiently fast growing to provide substantial screening of the OnSS after 15 years, the core species would outlive the nurse species and provide a preferred native woodland with a more robust structure closer in character to other nearby woodlands associated with the Bodelwyddan Park. In locations where it is possible to undertake planting that would not interfere with construction works and where practical to do so, mitigation woodland could be planted during the early phases of the OnSS construction to ensure robust screening as quickly as possible. This woodland planting if implemented at the start of the construction phase would give the woodland in these areas additional growth prior to completion of construction and commencement of operation of the OnSS Depending on the final design and size of the OnSS, earthworks used to create the OnSS platform may result in surplus soil and excavation material. If available, this could potentially be used in the creation of landscape bunding within the site area in areas of proposed woodland. This would further limit views of the OnSS and provide further landscape and visual mitigation.	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 2: LVIA	Cable Route and Landfall Mitigation	The onshore ECC assessed and presented in the ES, refines the Cable Corridor options presented at PEIR. A landscape mitigation strategy for the Cable Corridor was developed to help this refinement and distilling of the options to achieve the best environmental fit within the landscape. The landscape and visual strategy is as follows: <ul style="list-style-type: none"> ☑ Achievement of the best environmental fit of the preferred 40-60m cable route where practicable, particularly in relation to reducing hedgerow and tree loss along the cable route; ☑ Reinstatement of removed sections of hedgerows, or suitable replacement hedgerows provided for displaced or severed sections of hedgerows where practical; ☑ Sensitive siting construction compound and HDD compounds such that these are carefully selected taking into account landscape and visual receptors to reduce impacts during the construction period where practicable; ☑ Restoration of all temporary works and construction areas in relation to re-establishment of ground cover; ☑ Protection of all retained trees during the construction phase where practicable; and ☑ Footpaths or cycleways that are temporarily disrupted by the proposed Cable Route or landfall will be temporarily diverted and then reinstated as part of the mitigation strategy. Following construction of the landfall and installation of the onshore cables disturbed landcover and habitats would be reinstated. The overall aim of the reinstatement would be the re-establishment of existing ground cover or returning the disturbed ground to its original agricultural use. Where possible, excavated soils will be carefully stored and reinstated as soon as possible.	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 3: Socio-Economics	Construction and Decommissioning - Construction hours	Construction hours for onshore elements of AyM are anticipated to be between 0700 hours to 1900 hours Monday to Saturday with no work where noise is audible beyond the Order Limits on Sundays, Bank Holidays or in night-time without prior agreement.	Provision of CoCP	Secured in DCO - Requirement 10, and controlled in Requirement 15 (Construction hours)
Onshore	Chapter 3: Socio-Economics Chapter 4: Tourism and Recreation	Construction and Decommissioning - Rolling Construction	Works will generally progress in stages along the route of the onshore ECC, so that individual sections will be affected to a minimum amount of time, rather than for the full onshore construction period (i.e. up to 18-months). Construction of the onshore infrastructure is anticipated to progress in sections. Trenches will be reinstated following installation of the cable conduits so that PRoW (and/or original conditions) can be reinstated as soon as practical, rather than waiting for months for the cable installation itself. It should be noted that in the worst case scenario the haul roads may stay in use for the complete construction period but with traffic control in place throughout.	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 3: Socio-Economics Chapter 10: Noise and Vibration	Construction and Decommissioning - Noise and Vibration Management	All construction work will be undertaken in accordance with a NVMP (secured as a requirement of the DCO.) An outline version of the NVMP is provided in Volume 8, Document 8.3 Outline Code of Construction Practice that sets out the principles to be followed when the final NVMP is finalised.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 3: Socio-Economics Chapter 4: Tourism and Recreation	Construction and Decommissioning - Perimeter fencing	The construction working area will be enclosed within fencing, enabling continued use of nearby routes whilst work is underway close to, but separated from them. The type of fencing will be selected to suit the location and purpose and will be agreed with DCC.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 3: Socio-Economics	Operations - Inspection and maintenance	The cable circuits and infrastructure is designed to require zero maintenance over the operation and maintenance period. Inspection will be facilitated through link boxes and test pits. The use of these will not impact on recreation in the vicinity. If maintenance or cable repair is required, this will be achieved by isolating the affected section of the cable circuit, and if necessary by removing and replacing it through the installed ducts. In some circumstances, minor further excavations are required at the location of the fault.	Embedded into design	n/a
Onshore	Chapter 4: Tourism and Recreation Chapter 9 Traffic and Transport	PRoW consents and temporary diversions	Local Highways Authority (LHA) consent or consent in the DCO is required for disturbance to the surface of highways (i.e. including PRoW). The LHA will advise on appropriate reinstatement. Where practical, for temporary diversion or stopping up of PRoW suitable alternative provision will be made for continued public access. Where possible, all PRoW will be kept open to minimise impact to users. Where this is not possible, a suitable diversion will be created where possible. A Public Access Management Plan (PAMP) will be drawn up as part of the Code of Construction Practice (CoCP) in order to determine the least possible impact regime at each location. An outline PAMP which establishes the principles for management of PRoW is provided as part of the outline COCP. PRoW closures and/ or diversions will be communicated to the LHA and other relevant organisations (including Community Councils) in advance of works commencing. Information will include the duration and proposed alternative routes, and will be posted on-site and online in advance of works.	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 4: Tourism and Recreation	Use of HDD to cross PROWS	Disruption to major recreation resources (including NCNS, WCP, NCN84 and NWP – on the River Clwyd embankment) will be minimised by the use of trenchless techniques such as HDD at landfall and under the River Clwyd. This means that there will be no physical interruption to these key routes.	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 4: Tourism and Recreation	Traffic Control	Where PRoWs are crossed by work and/or access routes, traffic control measures will be put in place. These measures, such as manned crossings or gated crossings will be committed to within the PAMP.	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 4: Tourism and Recreation	Notice to Mariners	Advanced warning and accurate location details of construction Safety Zones and advisory passing distances will be given via Notices to Mariners and Kingfisher Bulletins.	Provision of Notices to Mariners	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Onshore	Chapter 4: Tourism and Recreation	Recreational Diving	A soft-start programme for foundation piling will be implemented. Consideration will be given to the potential for divers to be in the water outside of the advisory exclusion zone at the start of pile driving. This consideration will also include diving activities that could result in divers drifting into the advisory exclusion zone as part of their dive.	Provision of marine mammal mitigation protocol	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Onshore	Chapter 4: Tourism and Recreation	Inspection and maintenance	If maintenance or cable repair is required, this will be achieved by isolating the affected section of the cable circuits, and if necessary by removing and replacing it through the installed ducts. In some circumstances, minor further excavations are required at the location of the fault.	Embedded into design	n/a
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation	Biosecurity and Invasive Non-Native Species (INNS) Method Statement	All construction work will be undertaken in accordance with an INNS Management Plan, an outline version of which is included as Appendix 11 to the Outline CoCP (Volume 8, Document 8.3).	Provision of Invasive Non Native Species Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation Chapter 6 Ground Conditions Chapter 7: Hydrology	Pollution Prevention and Emergency Incident Response Plan	Construction practices will incorporate measures to prevent pollution. All construction work will be undertaken in accordance with a Pollution Prevention and Emergency Incident Response Plan (PPEIRP) an outline version of which is provided as appendix 6 to the outline CoCP that sets out the principles to be followed when the final PPEIRP is prepared. The outline PPEIRP sets out the pollution prevention measures, and emergency incident responses, which would be implemented by the Applicant and its contractors during construction.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation	Operation - General	The OnSS would contain potential pollutants which could include cooling oils, lubricants, fuels, greases, etc. The design, maintenance and operation of the facility would follow good practice in line with the prevailing future guidance and legislation with regard to measures such as the storage and management of potentially polluting substances, emergency spill response procedures, clean up and control of any potentially contaminated surface water runoff and routine inspection to prevent or contain leaks of any pollutants. The operation of the OnSS would also follow good practice in line with the prevailing future guidance and legislation with regard to specific measures to avoid potential impacts to protected or notable species or sensitive habitats. Where unplanned operational or maintenance works are required, appropriate mitigation measures would be developed and agreed with relevant consultees prior to works taking place.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation Chapter 6: Ground Conditions Chapter 7: Hydrology	Decommissioning - General	Biodiversity and Nature Conservation: Provision of a decommissioning plan in advance of decommissioning works will be a requirement of the DCO, to include protection of ecological features, based on up-to-date survey information and relevant guidance in place at the time of decommissioning. Ground Conditions: A decommissioning plan will be required, to include protection of the water environment, based on guidance and best practice that will be appropriate at the time of decommissioning. Decommissioning practices will incorporate measures like the construction phase, to prevent pollution. These measures will include emergency spill response procedures, control of surface water and clean up and remediation of any contaminated soils. Exposed cables ducts will be sealed with an appropriate water proofing material to mitigate flood risk or creation of preferential flow pathways. Hydrology: Decommissioning practices will incorporate measures similar to the construction phase, to prevent pollution and increased flood risk. These measures will include emergency spill response procedures, control of surface water and clean up and remediation of any contaminated soils. Exposed cables ducts will be sealed with an appropriate water proofing material to mitigate flood risk or creation of preferential flow pathways.	Provision of Decommissioning Plan	Secured in DCO - Requirement 21

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 10: Noise and Vibration	Construction Noise - Landfall	Construction of a 2.4 m high hoarding/fence around the perimeter of the HDD compound.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Construction Noise – ECC	Construction of a 2.4 m high hoarding/fence around the perimeter of the HDD entry compounds to the east of the A525 crossing and at the A55 crossing.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Construction Noise - Landfall and ECC	With regards to night-time HDD operations at landfall, it has been confirmed that the vibratory piling rig would not be utilised during the night-time.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Noise levels generated by the construction of the Array	Identified night-time impacts could be reduced through the use of one, or a combination, of the following mitigation measures: • Reducing the hammer energy where required; and • As far as reasonably practicable, only undertaking piling operations during the night-time during periods of inclement weather.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Vibration levels generated by HDD drilling and other construction operations	An outline construction communications plan has been included within Appendix 12 of the outline CoCP (application ref: 8.13.12), through which AyM would provide early notice of indicative construction programmes near SABP to allow early scheduling of vibration sensitive activities. Regular updates will be provided to SABP users of the timing and type of construction activities in the vicinity during the construction period.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Vibration levels generated by Piling (cofferdam and Substation foundations)	It is anticipated that the PPV levels from piling operations would be below 1.0 mm/s at the nearest VSR to the cofferdam and OnSS, and that percussive piling works would only take place during the daytime period. The Final NVMP will include predictions for PPV arising from percussive piling operations that will be informed by detailed design, for approval by DCC (through approval of the Final NVMP and CoCP secured by DCO Requirement), in advance of any percussive piling taking place	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Construction traffic noise	Off-route access routes (ORAR) HGV movements would be limited to midweek and weekend morning time periods, i.e. no movements after 13:00 on a Saturday with the exception of the access routes which are leading to compounds where night-time HDD operations are taking place	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Operational Substation mitigation requirements	The proposed substation plant which form the MDS require the following Plant and Mitigation Requirements: Power Transformers 215 dB Shunt Reactors 215 dB Statcom – Harmonic Filters 210 dB Statcom – Reactors -10 dB Harmonic Filter 210 dB Coolers 210 dB	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 10: Noise and Vibration	Noise levels generated by the construction of the Array	Implementation of relevant planning conditions specifying noise limits in onshore wind conditions only.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 4
Onshore	Chapter 10: Noise and Vibration	Vibration levels generated by HDD drilling operations	Notification of drilling works given to any receptors within 55 m of the HDD drilling operations.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 11: Air Quality	Air Quality Management Plan	Development of, and adherence to, a CoCP secured as a requirement of the DCO that sets out management measures, commitments and working standards proposed to be adopted and implemented throughout the construction process. This will include preparation of an AQMP, an outline version of which is provided as an appendix to the outline CoCP	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	Construction	An Outline CTMP has been prepared (Appendix 7 of the Outline CoCP (application ref: 8.13.7)) which sets out the key principles and types of measures to be implemented during construction of AyM.	Provision of CTMP	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	Construction	An Outline TP is provided as an appendix 9 to the outline CoCP (application ref: 8.13.9) and includes a range of demand management measures including a target car share ratio. The Outline TP also provides details of how compliance with targets will be measured, monitored and reported upon.	Provision of travel plan	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	Construction	Outline Public Access Management Plan (Outline PAMP) - An Outline PAMP has been prepared (Appendix 8 of the Outline CoCP (application ref: 8.13.8)) which sets out the anticipated mechanisms for managing the use of ATRs and PRoW.	Provision of PAMP	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	No Major roads to be fully closed to install cables under the public highway	HDD (or other trenchless crossing technique) will be utilised for the installation of the export cable under the A55 and the A525 (and others where this is considered appropriate). Where feasible, for the roads where the open trenching method is to be adopted to remain open at all times and minimise disruption, it is proposed that: The road crossings would be completed in two stages maintaining one traffic lane in each direction; Traffic would be controlled through temporary traffic signals; A safe route would be maintained for pedestrians through the works areas; advanced signing would be implemented to assist drivers in finding alternative routes; and The works would be staggered so that multiple roads would not be closed at the same time, minimising the potential impact to users of the highway network	Embedded into design	DCO Crossing Schedule
Onshore	Chapter 9: Traffic and transport	Use of temporary haul roads.	Maximising the length of temporary haul roads at construction sites, to remove as much HGV traffic from the local highway network as possible.	Embedded into design	n/a
Onshore	Chapter 8: Heritage and Archaeology	Construction of the cable installation	An agreed programme of archaeological investigation work will be put into place to ensure that any historic assets or deposits of geoarchaeological/Palaeo-environmental interest could be identified and recorded. This would be secured as a requirement of the DCO through the provision of a Written Scheme of Investigation (WSI) to be prepared in consultation with the Development Control Archaeologist advising Denbighshire County Council (to be approved by Denbighshire County Council)(An outline WSI is provided in Volume 5, Annex 8.5: Outline WSI for Archaeological Investigation (application ref: 6.5.8.5)). Archaeological investigation and recording would provide a partial mitigation of the loss of archaeological interest and would be less preferable to conservation of a historic asset in situ (DECC 2011). Archaeological investigation and recording are therefore a partial mitigation that would reduce the magnitude of adverse change to a degree dependent on the interests that comprise the significance of an individual historic asset.	Provision of WSI	Secured in DCO Requirement 12

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 8: Heritage and Archaeology	Construction of the Substation	An agreed programme of archaeological work will be identified, and will be put into place to ensure that any historic assets or deposits of geoarchaeological/palaeo-environmental interest would be identified and recorded. This will be secured as a requirement of the DCO: detail will be set out in a Written Scheme of Investigation which will be agreed with the Development Control Archaeologist advising Denbighshire County Council and approved by Denbighshire County Council prior to the works taking place.	Provision of WSI	Secured in DCO Requirement 12
Onshore	Chapter 7: Hydrology	Surface Water Drainage Scheme	Development of the OnSS will result in the construction of low permeability surfacing, increasing the rate of surface water runoff from the site. A surface water drainage scheme is required to ensure the existing runoff rates to the surrounding water environment are maintained at pre-development rates.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Chapter 7: Hydrology	Surface Water Drainage Scheme	The detailed (post-consent) design of the surface water drainage scheme would be based on a series of infiltration/soakaway tests carried out on site and the attenuation volumes outlined in the supporting FCA (Volume 5, Annex 7.2: Onshore Substation Flood Consequence Assessment). The tests will be undertaken prior to construction and in accordance with the BRE Digest 365 Guidelines in order to determine the suitability of ground for accepting a drainage discharge.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Chapter 7: Hydrology	Consents	It is proposed to disapply the Environmental Permitting Regulations (2016) FRAP and Land Drainage Regs 1991 OWC within the draft DCO. A final Construction Method Statement (CMS) based on detailed design of the onshore elements of AyM will be submitted (as part of the final CoCP), to provide the final detailed design and approach to water way crossings and crossings beneath flood defences, for agreement by DCC, in consultation with NRW, prior to construction, as secured in the DCO. The would be specified to ensure that construction does not result in significant alteration to the hydrological regime or an increase in fluvial or tidal flood risk. An outline version of the CMS is provided as Appendix 2 (application ref 8.13.2) of the outline CoCP (application ref 8.13)), in which it is proposed to include the final detailed design and approach to water way crossings.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 7: Hydrology	Pre-Construction drainage plan (Cable installation)	Construction of the onshore ECC will require temporary management of surface water along the route. A surface water drainage scheme will be informed by detailed design and provided as part of the final CoCP for approval by DCC prior to construction which forms a requirement of the DCO.	Provision of drainage plan as part of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 7: Hydrology	Flood management of cable works	All construction work will be undertaken in accordance with a Construction Method Statement (CMS) secured as part of the CoCP which forms a requirement of the DCO. An outline version of the CMS As Appendix 1 of the Outline Code of Construction Practice (CoCP) (application ref: 8.13.1) that sets out the principles to be followed when the final CMS is finalized and submitted for approval by DCC in consultation with NRW. The outline CMS sets out the flood management measures, which may be implemented by the Applicant and its contractors during construction.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 7: Hydrology	Substation Drainage	Appropriate surface water drainage measures would be implemented to mitigate against the potential increase in surface water flood risk by ensuring that runoff from the access routes is restricted to acceptable rates (to be agreed with DCC through a DCO Requirement for Surface Water drainage details, based upon detailed design, to be approved prior to the commencement of works) or passes to tidal waters, thereby not increasing surface water flood risk. Infiltration-based SUDS techniques would be considered where feasible to achieve this.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Construction Method Statement	Flood Response Plan	A flood response plan, including emergency flood evacuation procedures, will be prepared as part of the final CMS for approval by DCC, setting out actions in the event of flooding or a flood warning during construction works. This would include a procedure for securing or relocating materials stored in bulk.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Chapter 7: Hydrology	TCC Surfacing	Construction practices will incorporate measures to reduce the risk arising from flooding such as preparation of a flood response plan, permeable haul roads where practical, management of stockpiles and maintaining field drainage arrangements. Where non permeable surfaces are used for TCCs and haul roads, suitable drainage measures will be agreed with DCC via the surface water drainage schemes.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Cable sealing	Cable entry and exit points within transition pits and cable junction bays will be sealed with an appropriate water proofing material to mitigate flood risk.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Drainage	Surface water flowing into the trenches during the construction period will be pumped via appropriate means to remove sediment and potential contaminants, before being discharged into local ditches or drains via temporary interceptor drains. Where gradients on site are significant, where required, cable trenches will include a hydraulic brake (bentonite or natural clay seals) to reduce flow rates along trenches and hence reduce local erosion.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Construction Method Statement	Drainage	Drainage will be directed away from Network Rail land and no drainage works will be designed within 5m of the Network Rail boundary.		
Onshore	Construction Method Statement	Drainage	Any field drainage intercepted during the cable installation will either be reinstated following the installation of the cable or diverted to a secondary channel through agreement with the appropriate stakeholders.	Provision of Surface Water Drainage Scheme	Secured in DCO - Requirement 16
Onshore	Chapter 7: Hydrology Chapter 6 Ground Conditions	Pollution Prevention (Construction)	All construction work will be undertaken in accordance with a Pollution Prevention and Emergency Incident Response Plan (PPEIRP), secured as part of the CoCP which forms a requirement of the DCO. An outline version of the PPEIRP is provided as Appendix 6 of the CoCP (application ref: 8.13.6). The outline PPEIRP sets out the principles to be followed when the final PPEIRP is finalised that will include the following measures. Areas at risk of spillage, such as vehicle maintenance areas and hazardous substance stores (including fuel, oils and chemicals) will be bunded and carefully sited to minimise the risk of hazardous substances entering drainage systems or local watercourses. Additionally, the bunded areas will have impermeable bases to limit the potential for migration of contaminants into groundwater following any leakage/spillage. Bunds used to store fuel, oil etc. will have a 110% capacity.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Pollution Prevention (Construction)	Any refuelling of machinery will be undertaken within designated areas where spillages can be easily contained.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Pollution Prevention (Construction)	Disturbance to areas close to watercourses will be reduced to the minimum necessary for the work.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Pollution Prevention (Construction)	Excavated material will be placed in such a way as to avoid any disturbance of areas close to the banks of watercourses and to prevent spillage into water features.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Pollution Prevention (Construction)	Use of sediment fences along watercourses when working in close proximity to prevent sediment being washed into watercourses.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Chapter 1: Project Description Chapter 6 Ground Conditions Chapter 7: Hydrology	Soil Management Plan - construction	All construction work will be undertaken in accordance with a Soil Management Plan (SMP). An Outline Soil Management Plan (SMP) is provided as Appendix 4 to the outline CoCP (application ref: 8.13.4) an outline version of which is provided (application ref: 8.13). The outline SMP sets out the principles to be followed when the final SMP is finalised and agreed with DCC as part of the CoCP which forms a requirement of the DCO. The SMP provides details of mitigation measures and best practice handling techniques to safeguard soil resources by ensuring their protection, conservation and appropriate reinstatement during the construction of the onshore works. These measures will include guidance on earthworks and stockpiling in order to minimise potential entrainment of sediments to surface water features or increase in nitrogen loading to groundwater through infiltration.	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 7: Hydrology Chapter 6 Ground Conditions Chapter 5: Onshore Biodiversity and Nature Conservation	CoCP	All construction work will be undertaken in accordance with the CoCP, and good practice guidance including, but not limited to: Control of Water Pollution from Construction Sites – Guidance for Consultants and Contractors CIRIA (C532) (CIRIA 2001); CIRIA – SuDS Manual (C753) (CIRIA, 2015b); No discharge to main river watercourses will occur without permission from NRW (SuDS Manual); Wheel washers or alternative measures to minimise the transfer of detritus onto the highway, and dust suppression measures to be used as appropriate to prevent the migration of pollutants (SuDS Manual); Regular cleaning of roads of any construction waste and dirt to be carried out (SuDS Manual); and A construction method statement to be submitted for approval by the responsible authority (SuDS Manual).	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Chapter 7: Hydrology Chapter 6 Ground Conditions	Pollution Prevention (Operation)	The OnSS would contain potential pollutants which could include cooling oils, lubricants, fuels, greases, etc. The design, maintenance and operation of the facility would follow good practice in line with the prevailing future guidance and legislation with regard to measures such as the storage and management of potentially polluting substances, emergency spill response procedures, clean up and control of any potentially contaminated surface water runoff and routine inspection to prevent or contain leaks of any pollutants	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Environmental Principles	The Applicant will review the environmental performance of the main construction contractors as part of the tender selection process	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Health and Safety	Appropriate industry standards will be adopted and implemented for the health, safety and welfare of the construction staff	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Health and Safety	Arrangements will be in place for the discharge of duties under the Construction (Design and Management) Regulations 2015 (or updated as appropriate)	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Health and Safety	The Principal Contractor for the onshore works will develop Health and Safety Plans (H&SP) to address the safety of construction workers, visitors to the site and the general public for each stage of the works. The H&SPs will set out how all health and safety risks are identified and managed in accordance with legal requirements and current best practice for each stage of the onshore works.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice Outline Air Quality Management Plan	Community Liaison	An identified member of the construction team will be responsible for communication with local residents, businesses, local councils and highways authorities. A Communications Plan will be submitted for comment to DCC for each stage of the onshore works in line with the outline Communications Plan	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Community Liaison	DCC will be informed in writing in advance of proposed works and key milestones. A system for dealing with enquiries or complaints will be agreed with DCC and established by the Principal Contractor	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Working Hours	Where continuous periods of construction are required for works such as trenchless crossing operations, concrete pouring and finishing, and electrical circuit pulling, jointing and testing; delivery and unloading of abnormal loads; these will be agreed in advance with DCC	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Working Hours	HDD (or other trenchless crossing works) at the landfall and other major crossing points will require works to take place 24hrs a day. Where continuous 24-hour working is required this will be agreed in advance with DCC through a requirement of the DCO.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Good Housekeeping	A good housekeeping policy will be applied to the construction areas and TCCs at all times. the following principles will be applied: Working areas to be kept in a clean and tidy condition; - The site will be secured to prevent unauthorised access; - Wheel washing facilities (or equivalent) will be cleaned frequently; - Open fires will be prohibited at all times; - All necessary measures will be taken to minimise the risk of fire and the contractor will comply with the requirements of the local fire authority; - Adequate welfare facilities will be provided for construction staff; - Waste from the construction areas will be stored securely to prevent wind blow; and - Waste will be removed at frequent intervals.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Construction Site Layout	Within TCCs material and plant storage will be located to limit adverse environmental effects where possible	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Screening and Fencing	Secure temporary fencing will be installed around the TCCs and will also be provided for sections of the onshore export cable route as appropriate with allowances for private land access, stock crossing and relevant ecological constraints.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Screening and Fencing	The type of fencing will be selected to suit the location and purpose and will be agreed with DCC.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Screening and Fencing	All boundary fences/screens will be installed prior to the commencement of works and maintained in a tidy condition and fit for purpose.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Screening and Fencing	All construction areas will remain demarcation fenced at all times during construction	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Screening and Fencing	All temporary screening and fencing will be removed as soon as reasonably practicable after completion of the works.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Security	Site gates will be secured when there is no site activity and appropriate security measures will be implemented	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Security	Where possible, access to construction areas will be limited to specified entry points and all personnel entries/exits will be recorded	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Agricultural Operations	A qualified Land Agent will be employed to ensure that information on existing agricultural management and soil/land conditions is obtained, recorded and verified by way of a detailed pre-construction condition survey.	Provision of CoCP	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Code of Construction Practice	Agricultural Operations	The Land Agent will undertake site inspections during construction to monitor working practices and ensure landowners' and farmers' reasonable requirements are fulfilled	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Agricultural Operations	The Applicant will liaise with landowners to agree commercial terms with affected parties including any loss of ongoing payments or penalties relating to agri-environmental stewardship schemes.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Agricultural Operations	Where required, crossing points will be used in suitable places in order that livestock and vehicles can cross the working width.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Agricultural Operations	There will be a sufficient time period between the serving of notice for entry and the commencement of on-site activities	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Emergency Contacts and Procedures	An emergency response plan will be developed by the Principal Contractor in accordance with the Outline Pollution Prevention and Emergency Incident Response Plan (PPEIRP) for each stage of the onshore works	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Emergency Contacts and Procedures	Emergency procedures will be developed for the onshore works taking into account the anticipated hazards and the conditions at each work site.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Emergency Contacts and Procedures	The final PPEIRP for each stage of the onshore works will include: - Emergency pollution control measures based on Environment Agency guidelines; - Fire and safety; - Site evacuation; and - Spill prevention and control procedures.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Emergency Contacts and Procedures	The emergency procedure will contain emergency phone of relevant local and statutory authorities.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Emergency Contacts and Procedures	The emergency procedures will be displayed at the work sites and all site staff will be required to follow them	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Lighting and Visual Intrusion	An Artificial Light Emissions Plan (ALEP) for each stage of the onshore works will be agreed with DCC and implemented as approved	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Pest Control	All waste arising during the construction of the project will be stored in designated waste areas located away from sensitive environmental receptors.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Waste Responsibilities	All waste will be handled and managed in accordance with the Duty of Care requirements (as described in the Outline Site Waste Management plan)	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Waste Responsibilities	Each transport of waste from the site will be accompanied by a Waste Transfer Note which includes: - A description of the waste (including an industry SIC code); - Quantity, and details of any pre-treatment undertaken; - Specific handling requirements (where appropriate); - The name and permit reference of the facility to where the waste is being taken; and - The waste carrier details.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Welfare	The TCCs shall be serviced by temporary construction offices and necessary welfare facilities, including mess rooms, locker rooms, showers and toilet facilities, plus facilities for mobile construction teams in compliance with CDM 2015	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Utilities	Where the construction works will be in close proximity to existing utilities, or any works affecting existing drains, sewers or chambers works will be undertaken in a manner agreed with the relevant statutory authority	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Unexpected Contamination	Areas where unexpected contamination is encountered or suspected will be photographed and annotated on a site drawing	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Unexpected Contamination	Where necessary works on site at that location will cease until any identified contamination has been assessed by a suitably qualified Environmental Consultant in accordance with The Contaminated Land (Wales) Regulations 2006 (as amended). The risks associated with contamination would be assessed. When required, a remediation strategy would be designed and agreed with NRW and DCC before implementation.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Managing risk to workers	PPE requirements will be defined by risk assessment, and may include nitrile gloves, protective overalls, safety goggles and face masks especially by those workers who are likely to be coming into contact with soil or water, such as those carrying out hand digging activities	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Clearance of site	TCCs and accesses will be cleared as work progresses and when they are no longer required for the construction	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Clearance of site	On completion of construction work all plant, temporary buildings or vehicles will be removed.	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Code of Construction Practice	Clearance of site	Following completion of works the working area will be reinstated in line with the Outline Landscape and Ecological Management Plan (OLEMP)	Provision of CoCP	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Applicant responsibilities	The Applicant will nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process (Liaison Officer)	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Applicant responsibilities	The Applicant will review and update the number of site personnel, traffic numbers, and the construction programme as the project progresses. Regular updates will be provided to DCC, NMWTRA and North Wales Police.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of authorities	Should delivery of Abnormal Invisibile loads (AILs), or other construction traffic activities, be required outside of the working hours specified in the Construction Method Statement (CMS), prior notice will be given to DCC before such traffic movements commence.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders	The final CTMP will be available on the AyM website and electronic copies provided to DCC, NMWTRA, Community Councils and any relevant Project Liaison Groups (PLGs) where necessary	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders	The Applicant is committed to putting in place effective communication channels, and record and act on comments, complaints or queries during the construction of the project	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - emergency services	The Police service will be given prior notice of the AIL deliveries	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - local residents	The Applicant will engage with those local residents who would be most affected by AyM construction traffic prior to construction starting and ensure that those local residents that would be impacted by the delivery of AILs are kept fully informed of details in relation to the timing of the deliveries.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - local residents	During the delivery of AILs, the Applicant will communicate, where appropriate, information via local notice boards and the AyM website	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - local businesses	Local businesses will be notified ensure they are fully informed	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - local businesses	Royal Mail to be fully pre-consulted - Road closures/ diversions/ alternative access arrangements, hours of working and the content of the CTMP	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - local stakeholders	Contact with local stakeholders that would be impacted by the AIL deliveries will be made in advance of the planned AIL deliveries.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - planned engineering works	The Applicant will work with DCC and NMWTRA to identify any planned engineering works that conflict with the delivery route times	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Notification of other stakeholders - community events	Planned and notified community events will be considered by the Applicant when scheduling deliveries	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Construction Site Access	The Applicant will submit the detailed design and specifications for the site access locations to the relevant authorities prior to works commencing	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Construction Site Access	All traffic management measures adopted will be in accordance with Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary Construction Compounds	TCCs will be constructed to provide site facilities for the workforce and also allow to plant and materials to be stored safely and securely near the works	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary Construction Compounds	All TCCs will have sufficient areas available at all times for all vehicles to enter in a forward gear and to be accepted directly	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Parking	Parking areas located at the TCCs will have appropriate segregation between personnel and site plant	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site haul roads	Access tracks will be monitored on a regular basis	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site haul roads	All routes will be monitored for dust and control or suppression methods will be deployed as appropriate	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Road crossings - construction vehicles	As a primary control measure, contractors will be required to minimise the requirement to travel along the public highway between different sections of the haul road	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Road crossings - construction vehicles	Locations and details of any road crossings will be approved by DCC before commencement of construction	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Road crossings - construction vehicles	Road crossings will require control measures to ensure safe movement of construction traffic across the public highway	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Road crossings - construction vehicles	The CTMP will include details of such measures which will include the following: - Additional temporary signage to warn road users of heavy plant crossing the highway; - Additional temporary traffic calming measures for highway users at the crossing point; - Pedestrian arrangements at the crossing point; - Extent of road-sweeping activity in vicinity of access point; and - Frequency of monitoring of highway condition.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary lane closures	For the roads where the open trenching method is to be adopted to remain open at all times and minimise disruption, it is proposed that: - The road crossings would be completed in two stages maintaining one traffic lane in each direction; - Traffic would be controlled through temporary traffic signals; - A safe route would be maintained for pedestrians through the works areas; - advanced signing would be implemented to assist drivers in finding alternative routes; and - The works would be staggered.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary road closures	For roads where it is not possible to keep one lane open there will be a requirement for a temporary closure to through traffic.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary road closures	The final design of any temporary road closure would be developed by the appointed contractor and agreed with DCC	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Temporary road closures	Where there is an alternative route option, signage advising of the diversion would be provided	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site traffic safety	All traffic visiting construction sites will be required to report to site security where they will obtain clear instructions, before further movement is acceptable	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan Construction Method Statement Outline Noise Management Plan	On-site traffic safety	The site speed limit shall be 15 mph on all surfaced site access roads (unless otherwise agreed with DCC)	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan Construction Method Statement	On-site traffic safety	Speed limit signs shall be installed on all construction roads and site access roads	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site traffic safety	Heavy site traffic will be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site traffic safety	All safety features must be inspected on a daily basis	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	On-site traffic safety	Site management will ensure that all loads are covered fully	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Beach Access at Fergusson Avenue	Construction traffic in the vicinity of this Beach Access TCC would be closely managed to minimise inconvenience and ensure the safety of people using the area for recreational purposes A dedicated site entrance and construction access route will be formed from the access off the public road to the TCC for road vehicles accessing the compound, designed to take account of the adjacent access to the indoor bowling club and traffic management will be employed if required.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Beach Access at Fergusson Avenue	Construction traffic accessing the TCC from Ferguson Avenue will be segregated from pedestrians using the general area, for example by the use of temporary fences, barriers or similar. Where this construction traffic access route crosses the public access route (i.e. the footpath from Ferguson Avenue to Frith Festival Gardens), a dedicated crossing point will be made for pedestrians to cross safely.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Construction Traffic Management Plan	Beach Access at Fergusson Avenue	Off-road construction vehicles will need to access from the TCC onto the promenade and beach area including access to the intertidal area. Only dedicated offroad vehicles will use this route. Mitigation measures will be put in place to ensure the safety of pedestrians: -with potential construction traffic segregated from the public access for example by the use of continuous temporary fences, barriers or similar along the route to provide a dedicated pedestrian walkway on one side and a dedicated construction traffic route or -by use of walking banksman to safely manage and escort vehicle movements and warn pedestrians sharing the access route at the time.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Beach Access at Fergusson Avenue	The location of dedicated pedestrian crossing points for this route will be discussed and agreed with the DCC access officer during construction planning.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Beach Access at Fergusson Avenue	When required due to sustained dry weather conditions, damping-down of the existing track surface will be undertaken to avoid generation of dust due to construction traffic.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Cleaning	Measures to minimise the transfer of detritus onto the highway will be adopted at each construction access, to ensure materials are not transferred onto the highway	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Cleaning	Road cleaning will take place when required	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Routeing	Construction access routes will have temporary signs posted along the routes to site accesses prior to the commencement of construction activities	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Routeing	Where multiple access points use a common road to site, signage will be clearly distinguishable between access points	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Routeing	Signage will also be placed at the exit of construction site access points	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Routeing	The delivery routes would be communicated by the Applicant to all companies and/or drivers	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Vehicle Routeing	The registration numbers for all HGVs making deliveries would be recorded	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	Each AIL delivery will be planned in advance, escorted and managed	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	An Abnormal Load Assessment Report (ALAR) will be prepared which will set out the key points and issues associated with the selected route for the AILs, to verify that the route is feasible for the delivery, subject to physical and operational mitigation works.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	The haulage Contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access route	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	The movement of AILs will be timed to avoid periods of heavy traffic flow (i.e. for those that are able to be transported during the night) to minimise disruption to the public.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	Local residents along the route will be informed when the AILs are travelling along the route	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	If a road closure is required, arrangements will be put in place to facilitate local access to properties on the closed route	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Abnormal Indivisible Loads	The Liaison Officer in consultation with the haulier will be responsible for disseminating AIL information to key stakeholders	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Emergency planning	An emergency plan will be developed as part of the CTMP	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Emergency planning	The Applicant will be required to identify a local recovery service	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Coordination with other developments	The Applicant will ensure liaison takes place with DCC and NMWTRA to ensure that where construction works will take place at the same time as other developments cumulative impacts will be avoided or minimised wherever practical.	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Construction Traffic Management Plan	Enquires and complaints	All complaints and enquiries will be logged promptly by the Applicant and kept on site for review	Provision of Construction Traffic Management Plan	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Construction of TCC	The temporary construction compound will be constructed by removing the topsoil and setting aside for reuse, laying a geotextile membrane or similar directly on top of the subsoil over which layers of granular stone will be spread or alternatively use of protective matting, temporary metal road surface (i.e. trackway) or a tarmac surface could be used	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Construction of TCC	Any existing services in the area will be crossed in a manner agreed with the services owner	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Construction of TCC	Where an impermeable surface is used, suitable surface water drainage measures will be used.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Construction of TCC	All temporary services necessary for the activities of onshore works within a temporary construction compound will be ducted through the temporary haul road under the membrane.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Construction of TCC	Each compound would be removed at the end of the project and the land reinstated to its former condition	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Temporary Haul Road	The haul roads will be removed at the end of the installation process and the land reinstated to its previous condition and levelled out	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Temporary Haul Road	Construction works across surface watercourses will require measures to ensure that the water quality and flow rates are unaffected either directly or indirectly.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Speed Limit	Vehicles on site shall be fitted with visual and audible warning devices for reversing where appropriate	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Speed Limit	Banksman will be used, if required, when reversing in the compounds and on the temporary haul road	Provision of Construction Method Statement	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Construction Method Statement	Fuel, Chemical and Waste Handling and Storage	All fuels, chemicals and wastes shall be handled and stored in accordance with the approved PPEIRP and Site Waste Management Plan	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Works on Existing Drains, Sewers and Chambers	The Principal Contractor shall ensure that surface water is prevented from entering foul water sewers and that foul sewage is not allowed to leak or overflow into surface water drains, adjacent to sewers or elsewhere.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Works on Existing Drains, Sewers and Chambers	On completion of any works, the Principal Contractor shall inspect the affected drains, sewers or chambers to ensure that no contamination, blockage or damage has occurred to the drain, sewer or chamber as a consequence of the said works	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Works on Existing Drains, Sewers and Chambers	In order to connect new drainage ducts to the existing drainage system the Principal Contractor shall expose existing gully tails until they have reached a depth of about 1.5 metres. A new manhole will be constructed to form the tie in	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Utilities Providers and Existing Services	On exposure of services the Contractor shall record the position and depth of each service encountered and shall report his findings to the Project Manager. All measures for protection, as agreed, will be implemented before any works commence.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Ecological Management	The vegetation will be examined for active nests by an ecologist immediately prior to removal	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Ecological Management	Surveys for protected species (if required) will be undertaken prior to commencement of ground works	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Ecological Management	All habitats will be reinstated, in accordance with the final LEMP, as soon as possible after construction.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Ecological Management	Checks for the presence of badger setts, reptiles, hedgehogs, polecats, hares or other protected or notable species will be carried out by the ECOW prior to vegetation clearance.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Ecological Management	HDD pits and other working areas at the landfall and River Clwyd crossing would be partially fenced, where possible, to provide an element of visual screening of active working areas.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Invasive Species	Measures contained in relevant Department of the Environment, Food and Rural Affairs (DEFRA) and Natural Resources Wales (NRW) best practice guidance on the control and removal of invasive weed species will be implemented	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Flood Risk	Storage on the floodplain of excavated material and other construction materials will be positioned in a manner that does not constrain potential flood waters unduly or direct flood waters towards population or industrial centres of high sensitivity	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Flood Risk	The construction site access roads will be designed to minimise land take and to avoid, where possible, impacts on existing drainage networks and features. Specific details for the surface water drainage design at each section of the works shall be provided in the surface water drainage scheme for the onshore ECC works that will be informed by detailed design and provided for approval by DCC prior to construction	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Restoration and Reinstatement	Following completion of construction operations all agricultural land will be restored to its previous condition, as far as possible. This will include the replacement of field boundaries and stock fences	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Restoration and Reinstatement	Topsoil will be prepared and seeded using an appropriate seed mix or returned to arable cultivation	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Restoration and Reinstatement	Land drains within the cable route, which may be temporarily affected by construction operations, will also be restored following completion of construction.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Restoration and Reinstatement	Trees and deep rooted plants will not be planted over and in proximity to the edge of the cable trench to avoid the risk of damage to the cable by their roots.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Cable Duct Installation	Deep excavations may require de-watering. Water pumped or removed from excavations would be passed through a silt-separator tank or equivalent, and discharge to ground or surface water. An environmental permit would be sought from the NRW prior to undertaking such operations	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Cable Duct Installation	Extended excavations would be arranged so as not to create preferential drainage pathways with the potential to cause flooding of lower land	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Cable Duct Installation	Cable protection strips would be placed on top of compacted CBM over each set of ducts, in accordance with relevant Standards.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Watercourse and Flood Defence Crossings	Cables will be buried at a minimum of two metres underneath any flood defence	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Watercourse and Flood Defence Crossings	Where practically possible, trenchless techniques will not be undertaken on sections of flood defence where other assets such as culvert intersect	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Watercourse and Flood Defence Crossings	Clay stacks or other vertical barriers shall be constructed within trench excavations where necessary	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement Chapter 7: Hydrology	Onshore Export Cable Watercourse and Flood Defence Crossings	Where required, drainage would be installed within either side of the onshore ECC	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Watercourse and Flood Defence Crossings	Where gradients on site are significant, cable trenches will include a hydraulic brake (bentonite or natural clay seals) to reduce flow rates along trenches	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement Chapter 7: Hydrology	Onshore Export Cable Watercourse and Flood Defence Crossings	Consideration to surface water runoff will be given when sizing stockpiles along the cable route with stockpiles kept to minimum size, where possible with gaps to allow surface water runoff to pass through	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Ecological Management	Hedgerows in proximity to the working width will be protected from disruption and if necessary protection fences will be erected	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Ecological Management	A reduced working width will be used, where practicable, when crossing ecologically sensitive water courses and hedgerows	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Export Cable Jointing Pits	On completion of a jointing works the joint pit is backfilled in line with the normal trench backfilling method	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Substation Platform Earthworks	Following completion of the topsoil stripping, the pre-earthworks drainage will be installed prior to cut & fill works to level the substation platform and TCC area. A temporary ditch will also be installed along the relevant boundary of the substation site. This shall also intercept any existing land drainage crossing the substation site	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Construction Method Statement	Onshore Substation Platform Earthworks	At a later date a filter drain will be installed to collect surface water runoff from the substation platform	Provision of Construction Method Statement	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Artificial Light and Emissions Plan	Lighting mitigation - positioning	As far as is reasonable, appropriate task lighting will be used for specific works to direct light towards the working areas during the night time. Such task lighting would be positioned at low level on posts around the trenchless techniques site and directed to most frequently used areas of work to provide the necessary levels for safe working and avoid causing glare or annoyance to road users. Lighting would be designed to balance the requirements for safe access and specific tasks against minimising light pollution and impact on amenity.	Provision of Light and Emissions Plan	Secured in DCO - Requirement 10
Onshore	Outline Artificial Light and Emissions Plan	Lighting mitigation - positioning	Site lighting shall be positioned and directed to minimise nuisance to footpath users, residents, to minimise distractions to passing drivers on adjoining public highways and to minimise skyglow, so far as is reasonably practicable.	Provision of Light and Emissions Plan	Secured in DCO - Requirement 10
Onshore	Outline Artificial Light and Emissions Plan	Lighting mitigation - positioning	Lighting will be placed as far from linear features (potentially suitable for foraging and community bats) as is conducive with security and engineering requirements. Those lights closest to features will take into account the following: - Light intensity will be as low as is permissible; - Light spills towards any retained linear features will be reduced to a minimum (using cowls as necessary); - Lighting spillage will avoid or minimise impacts on ecological resources, including nocturnal species; and - Construction lighting will be low intensity and appropriately located/directed in order to minimise lighting disturbance for bats and birds.	Provision of Light and Emissions Plan	Secured in DCO - Requirement 10
Onshore	Outline Artificial Light and Emissions Plan	Lighting mitigation - positioning	Temporary construction buildings, equipment and lighting shall be sited so as to minimise visual intrusion and light spillage	Provision of Light and Emissions Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Communications	Display contact details for reporting of air quality and dust issues arising from the construction works area	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Communications	Display the head or regional office contact information	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management	The final version of the AQMP will be developed to include dust management measures and submitted for approval by Denbighshire County Council (DCC) prior to implementation	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Site Management	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. Make the complaints log available to DCC when asked	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Site Management	Record any exceptional incidents that cause dust and/or air emissions, either on-site or off-site, and the action taken to resolve the situation in the log book	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Site Management	Hold regular liaison meetings with other high risk construction sites within 500 m of the construction work area	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Monitoring	Carry out regular site inspections by the contractor to monitor compliance with the DMP, record inspection results, and make inspection log available to DCC when asked. Increase the frequency of site inspections by the organisation accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. Agree dust deposition, dust flux, or real-time Particulate Matter where particles are less than 10 micrometres in diameter (PM10) continuous monitoring locations with DCC, where appropriate. Where possible commence baseline monitoring before work commences onsite or before work on a phase commences. Further guidance is provided by the IAQM on monitoring during demolition, earthworks and construction (IAQM, 2018). Undertake regular on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to DCC when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and windowsills within 100 m of construction works area, with cleaning to be provided if necessary.	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Plan site layout (layout of the works taking place on site) so that machinery and dust causing activities are located away from receptors, as far as is possible	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Erect solid screens or barriers around dusty activities or the construction works area that are at least as high as any stockpiles on site (where practical and appropriate).	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period, where appropriate	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Avoid site runoff of water or mud.	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Keep site fencing, barriers and scaffolding clean using wet methods	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Preparing and maintaining the site	Where soil is to be stored for over 6 months it will be covered to minimise erosion or allowed to re-vegetate naturally	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Ensure the vehicle fleet for construction activities are of low emission category where possible	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Ensure all vehicles switch off engines when stationary - no idling vehicles	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Avoid the use of diesel or petrol powered generators where possible and use mains electricity or battery powered equipment where practicable	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Produce a construction logistics plan to manage the sustainable delivery of goods and materials	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas. (if long haul routes are required these speeds may be increased with suitable additional control measures provided, in accordance with the Construction Method Statement (CMS) and with the agreement of DCC, where appropriate)	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operating Vehicles/Machinery and Sustainable Travel	Implement a travel plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Air Quality Management Plan	Dust Management - Operations	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operations	Use enclosed chutes and conveyors and covered skips	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operations	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Operations	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Waste Management	No bonfires or burning of waste material.	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to Earthworks	(Desirable) - If required, re-vegetate earthworks and stored soil if stored for more than 6 months to stabilise surfaces as soon as practicable	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to Earthworks	(Desirable) - Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover stored soil with topsoil, as soon as practicable	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to Earthworks	(Desirable) - When covered, only remove the cover in small areas during work and not all at once	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to construction	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to construction	Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to construction	For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to construction	Avoid scabbling (roughening of concrete surfaces) if possible	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Avoid any dry sweeping of large areas	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Record all inspections of haul routes and any subsequent action in a site log book that can be made available for DCC to review	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Install hard surfaced haul route, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers, where required, and regularly cleaned	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Implement a wheel washing system (or alternative measures to minimise the transfer of detritus onto the highway with rumble grids to dislodge accumulated dust and mud prior to leaving the site) where reasonably practicable	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Ensure there is an adequate area of hard surfaced road between the wheel wash facility, where used, and the site exit, wherever site size and layout permits and vehicle usage requires	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Dust Management - Specific to trackout	Access gates to be located at least 10m from receptors where possible with a site specific assessment undertaken where receptors are within 10m of an access point and location of the access out with 10m is not possible.	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Decommissioning Phase Mitigation	Soft strip inside of buildings before demolition	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Decommissioning Phase Mitigation	Ensure effective water suppression is used during demolition operation	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Decommissioning Phase Mitigation	Ensure the vehicle fleet for decommissioning activities are of low emission category where possible	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Decommissioning Phase Mitigation	Avoid explosive blasting, using appropriate manual or mechanical alternatives	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Air Quality Management Plan	Decommissioning Phase Mitigation	Bag and remove any biological debris or damp down such material before demolition.	Provision of Air Quality Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Agricultural Liaison	Prior to construction, a qualified Land Agent will be employed to ensure that information on existing agricultural management and soil/land conditions is obtained, recorded and verified by way of a detailed pre-construction condition survey	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Topsoil Stripping	Stripped topsoil will be stored to the side/s of the working width in a manner that provides sufficient separation from subsoil and vehicles	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Topsoil Stripping	Storage time will be kept to the practicable minimum to prevent the soil deteriorating in quality. Topsoil will be stored on a section of working width that is not stripped. Topsoil stripped from different fields will be stored separately, as will soil from hedgerow banks or woodland strips	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Topsoil Stripping	Any surplus sub-soil material from trench excavation will be spread and compacted across the working width prior to topsoil reinstatement on a field-by-field basis	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Topsoil Stripping	Offsite disposal of surplus soil material shall only be considered where use on-site is not feasible. The landowner/occupier will be consulted before any off-site disposal is planned. In such instances disposal will be undertaken in accordance with the Waste (England and Wales) Regulations 2011 and the Site Waste Management Plan	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Topsoil Stripping	Disturbed ground will be reinstated with the stored topsoil and subsoil following trenching	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Substation - reinstatement	Where possible, stripped topsoil will be re-used in landscaping and excavated material will be used in landscaping screening bunds (if required).	Provision of Soil Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Soil Management Plan	Soil Management	All soil handling, placing, compaction and management will be undertaken in accordance with best practice (DEFRA, 2009).	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Soil Management	Topsoil from areas currently in agricultural use will be stripped before the start of general construction works, with priority focussed on those areas of highest grade Best and Most Versatile (BMW) land; - Soils shall be categorised on the basis of their origin, and stockpiled/stored accordingly; - Transportation of soils to be kept to the absolute minimum to reduce the risk of contamination between fields; - Soils suitable for reuse as part of wider mitigation (e.g. planting areas) to be reused in a broadly similar location to their origin, and stored for the shortest amount of time permissible; and - Any surplus soils to be re-used for landscaping or disposed of in an appropriate manner off-site	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Drainage	Existing land drains, where encountered during construction, will be appropriately marked	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Drainage	Temporary drainage will be installed within the working width to intercept existing field drains and ditches	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Drainage	Where necessary, existing land drains will be replaced to ensure continued agricultural use.	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Drainage	Land drainage systems will be maintained during construction and reinstated on completion. Where required, along the cable route, temporary cut-off drains will be installed parallel to the trench-line, before the start of construction. A temporary ditch will also be installed along the relevant boundary of the substation site which will catch runoff from the substation platform during the construction period.	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Compaction	Plant and traffic movements will be confined to designated routes	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Storage	The stripped topsoil and excavation subsoil will be stored within the working width. The ground where the soil stores will be placed will be free from vegetation and waste, and positioned away from tree crowns, root protection zones, watercourses and ditches	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Storage	All designated soil storage areas would be a minimum of 10 m from any open watercourse features, where practicable.	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Timing of soil storage	Where soil is to be stored for over 6 months it will be covered to minimise erosion or allowed to re-vegetate naturally to minimise soil run-off.	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Formation of soil stores	Topsoil and subsoil will be stored separately and once stored, appropriately demarcated with signage	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Soil Management Plan	Reinstatement	Following installation of the cable, all areas of disturbed ground will be restored to their original levels and profiles using the stored subsoil followed by the topsoil. Subsoils will be placed and 'naturally' consolidated (to the same as the surroundings) within the trench excavations and in reverse order to its removal. Where there is excess subsoil within an area, soils will be spread over the working width and in consultation with the relevant landowner. Agricultural fields will be restored, as far as possible, to their previous condition. Topsoil will be prepared and seeded using an appropriate seed mix or returned to arable cultivation	Provision of Soil Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	All contractors producing waste on site shall carry out their own assessment of their activities to ensure that their waste as generated has been minimised and that they have considered opportunities for the waste to be reused or recycled in preference to seeking disposal	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	Adequate storage arrangements for waste local to the work areas will be in place	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	The Applicant shall ensure that all reasonable steps are to be taken to ensure: -Waste materials are removed promptly from the immediate work area. -Waste is stored only in suitable containers or skips, including signage or labelling. -Waste is only removed from site via the approved disposal routes, agreed by the Principal Contractor. -All waste disposal carriers used will be licensed and waste is disposed in compliance with UK legislation. -Any wastewater is either treated to an appropriate standard for discharge or otherwise removed from site. -Waste water (e.g. oily water) is contained prior to any treatment and any subsequent disposal. -Waste materials are contained within the project boundaries to prevent escape into the general environment	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	In addition the Principal Contractor will ensure: -A waste transfer note or, for hazardous waste, a consignment note, is produced which incorporates a written description of the hazardous properties and the appropriate code from the list of wastes (including 2003 Standard Industrial Classification (SIC)& European Waste Catalogue (EWC) codes) with the information provided by the waste producer.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	Site supervisory personnel for individual contractor and subcontractors shall monitor compliance through routine site inspections and will report any breach of this procedure to their appropriate manager	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	The Applicant's environmental staff will also routinely inspect operations on site	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	All waste carriers used are to be registered with NRW	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	All destinations for waste must have the appropriate waste management licence, permit or exemption in place	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	A statement will be provided to confirm that the waste hierarchy has been followed is required before the removal of the wastes	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	The Principal Contractor will maintain a detailed SWMP spreadsheet and will be responsible for keeping all records relating to the ultimate disposal of all waste	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Waste Responsibilities	All efforts will be made to minimise the volume of waste removed from site for disposal and targets will be set accordingly	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	Each of the waste containers, covered skips or larger skips (e.g. for wood waste) will be clearly marked to describe and code the wastes that will be accepted within it.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	The Principal Contractor will produce and display a site plan to show the areas of the site where wastes will be accepted for disposal	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	The Principal Contractor will encourage the use of recycled materials on site	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	Hazardous waste (e.g. paints, solvents, sealants) would be segregated, where possible, on-site to avoid contaminating other material and waste streams.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Site Waste Management Plan	Site Arrangements	Any construction or demolition work must be carried out in accordance with Environment Agency PPG 6: Working at Construction and Demolition Sites. The activity of importing waste into the site for use as, for example hardcore, must be registered with NRW as an exempt activity under the Environmental Permitting (England and Wales) Regulations 2016. NRW should be contacted to discuss the necessity for an exemption or permit for any waste material imported to, treated on and exported from the site. No material is to be deposited within 10m of any watercourse without discussion with NRW. Should any contaminated water or materials enter or pollute a watercourse or groundwater, NRW must be notified.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be 110% of the capacity of the tank, all filling points, gauges, vents and sight glasses must be located within the bund. Associated pipe-work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund, refuelling should be supervised at all times - and preferably done on an impermeable surface.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	If during construction/excavation works contaminated material is revealed, then the movement of such material either on or off site must be done in consultation with NRW. Any waste excavation material or building waste generated in the course of the development must be disposed of satisfactorily and in accordance with Section 34 of the Environmental Protection Act 1990. Carriers transporting waste from the site must be registered waste carriers and movement of any Hazardous Waste from the site must be accompanied by Hazardous Waste consignment notes.	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Site Arrangements	Materials used on site will be from a sustainable source wherever possible	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Types of Waste	The legal producer of the wastes (the Principal Contractor in most cases) will keep all the necessary paperwork describing the origins and disposal details for all the wastes removed from the site	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Types of Waste	All types of wastes generated at the site or to be received onshore will have to be identified by reference to the classification of waste determined by the local regulations	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Types of Waste	Before the removal of any controlled waste from site, appropriate information for each waste stream and the validity of the facilities authorised to receive the waste must be identified and recorded	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Site Waste Management Plan	Types of Waste	Records must include: -Copies of appropriate licences; -Type of waste; -Quantity in each load; -Type of disposal; -Details of carrier and licences; -Date of removal from site; -Destination of waste; and -Costs of waste disposal	Provision of Site Waste Management Plan	Secured in DCO - Requirement 10
Onshore	Chapter 7 Hydrology Chapter 6 Ground Conditions Chapter 5 Onshore Biodiversity	Operation of Substation	The OnSS would contain potential pollutants which could include cooling oils, lubricants, fuels, greases, etc. The design, maintenance and operation of the facility would follow good practice in line with the prevailing future guidance and legislation with regard to measures such as the storage and management of potentially polluting substances, emergency spill response procedures, clean up and control of any potentially contaminated surface water runoff and routine inspection to prevent or contain leaks of any pollutants	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	In any areas where there is an increased risk of hazardous substance spillage (e.g. storage compounds), additional precautions will be undertaken. These would include berms and bunding in accordance with NRW Pollution Prevention Guidance, impermeable bases, suitable drainage systems and siting away from open drainage channels	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	Construction workers will follow good site practice and hygiene practice.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	Areas at risk of spillage, such as vehicle maintenance areas and hazardous substance stores (including fuel, oils and chemicals) will be bunded and carefully sited	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	Bunded areas will have impermeable bases to limit the potential for migration of contaminants into groundwater following any leakage/spillage. Bunds used to store fuel, oil etc. will have a 110% capacity.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	All fuel and chemical storage will comply with relevant storage regulations.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	General Pollution Prevention Measures	Re-fuelling of plant will not be undertaken within 5m of watercourse, land drainage or standing water;	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Storage of materials	All oil and diesel storage facilities would be at least 30m from any watercourse and at least 50 m from any borehole or well, where practicable	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Pollution Prevention (Construction)	A spill procedure will be documented and suitably sized and stocked spill kits kept in the vicinity of potentially hazardous materials storage areas	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Storage of materials	Spill kits and drip trays would be provided for all equipment and at locations where any liquids are stored and dispensed	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Storage of materials	Storage facilities would be provided for solid materials to prevent deterioration of the materials and their escape	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Storage of materials	Storage facilities would be kept secure to prevent acts of vandalism that could result in leaks or spills	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Storage of materials	All containers of any size would be correctly labelled indicating their contents and any hazard warning signs	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Fuel tanks and mobile bowzers (and any other equipment that contains oil and other fuels) would have a secondary containment, for example, double skinned tanks. All tanks and mobile bowzers would be located in a sealed impervious bund	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Fill pipes would not extend beyond the bund wall and would have a lockable cap secured with a chain	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Any tap or valve permanently attached to a tank or bowser through which fuel can discharge, would be fitted with a lock	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	All valves, pumps and trigger guns would be turned off and locked when not in use. All caps on fill pipes would be locked when not in use	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Each container or piece of equipment would be stored in its own drip tray made of a material suitable for the substance being handled	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Containers and equipment would be stored on a firm, level surface	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Where fuel is delivered through a pipe permanently attached to a tank or bowser, the pipe would be fitted with a manually operated pump or a valve at the delivery end which closes automatically when not in use	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	The pump or valve would be fitted with a lock	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	The pipe would be fitted with a lockable valve at the end where it leaves the tank or bowser	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	The pipework would pass over and not through bund walls	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Tanks and bunds would be protected from vehicle impact damage	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Tanks would be labelled with contents and capacity information	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	Where oil drums are over 200 litres (in accordance with the Water Resources (Control of Pollution) (Oil Storage) (Wales) Regulations 2016) it would be ensured that: -Multiple drums and containers have suitable secondary containment with sufficient capacity to contain at least 25 % of the total volume of the containers or 110 % of the largest container, whichever is the greatest; -Drum storage areas would be covered to prevent rainwater getting into bunds and drum pallets; -Drums would be labelled and positioned such that leaks cannot overshoot the bund or drip tray wall; and <u>-All containers are stored securely when the site is unattended</u>	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	For deliveries and dispensing activities it would be ensured that: -Site-specific procedures are in place for bulk deliveries; -Delivery points and vehicle routes are clearly marked; -Emergency procedures are displayed and a suitably sized spill kit is available at all delivery points, and staff are trained in these procedures and the use of spill kits; -Suitable facilities (for example, drip trays, drum trolleys, funnels) meet the sites specific dispensing needs and are maintained and used; -Tank capacities and current contents levels are checked prior to accepting a delivery to ensure that they are not overfilled; -All deliveries are supervised throughout the delivery operation; -Spill prevention equipment is used during dispensing activities; and -All spillages occurring during dispensing and handling activities are cleared up and reported via the appropriate site manager/agent and are dealt with in accordance with the relevant construction management plans for the site.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills	All flammable and hazardous substances would be kept in a secure bunded cupboard, cabinet or tank constructed of materials which are chemically resistant to its contents and suitably ventilated	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Vehicles and plant provided for use on the site would be in good working order to ensure optimum fuel efficiency, and are free from leaks. Plant with integral bunding and/or drip trays would be specified	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Sufficient spill kits would be carried on all vehicles	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Any hired vehicles and plant would be checked on delivery and not accepted if they are not in good working order for example, leaking, excessive fumes, excessive noise and/or smoke	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Vehicles and plant would be regularly maintained to ensure that they are working at optimum efficiency and are promptly repaired when not in good working order	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Vehicles and plant would not park near or over drains and would be washed in accordance with the requirements of the relevant management plans	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Employee-owned vehicles would not be driven or parked in construction areas or construction areas unless authorised to do so	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Topping up of vehicles and plant would be carried out on handstanding using drip trays and not over or near drains, or, where this is not reasonably practicable, drip trays and/or drain covers would be used to reduce the risk of spills	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Vehicles and plant would not be overfilled with fuel	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Plant containing oils would be inspected daily and maintained to both prevent and identify leaks	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - vehicles	Vehicle checks will be conducted to ensure fuel storage and engine condition is satisfactory and that no fuel or chemical release will occur during site operations	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Spills - silts and sediments	The following measures will be implemented to minimise the risk of pollution through release of silts and sediments: - Stockpiling of excavated materials during earthworks would be temporary and would only be permitted in designated areas. Designated stockpile areas would be located a minimum of 10 m from any open watercourse features where practicable. - Disturbance to areas close to watercourses will be reduced to the minimum necessary for the work. - Excavated material will be placed in such a way as to avoid any disturbance of areas close to the banks of watercourses and any to prevent spillage into water features. - Use of sediment fences along watercourses when working in close proximity to prevent sediment being washed into watercourses. - Covers will be used by lorries transporting materials to/ from site to prevent releases of dust/ sediment to watercourses or drains. - If applicable, storage of stockpiled materials should be on an impermeable surface to prevent leaching of contaminants and covered when not in use to prevent materials being dispersed by wind or rainfall runoff.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Prevention of Frac Out	The potential for release of drilling fluids as a result of frac-out will be reduced by: - Undertaking appropriate ground investigation/desk study to inform drilling parameters such as drilling pressures - Monitoring of drilling fluid properties (i.e. mud weight, viscosity, gel strength, volume and pressure) during drilling to prevent frac-outs. - Stopping drilling if unexpected variations or trends are observed and investigating the cause - Having frac-out contingency plans and response equipment such as sand bags, vac-trucks and the like in place. - Regular inspections should also be conducted along the drill path during pilot hole drilling.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Monitoring	Regular checks of plant and equipment will be undertaken by the Principal Contractor to identify any oil or fuel leaks and to confirm the condition of the plant. Records will be kept of all inspections / findings for review	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Monitoring	Regular checks for visual evidence of contamination/sediment will also be made alongside watercourses, nearby working areas and in areas of surface water discharge	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Records	Records will be kept for all initial, final and routine monitoring inspections of all mechanical plant and working construction areas, as well as ecological and environmental issues. Record sheets will detail the date, location of inspection, frequency, findings, appropriate person/s notified and identified actions as necessary. Records of any spills detailing the location, date/time, volume, material spilt, clean-up operation, investigation/report/lessons learnt will also be kept	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Training	All employees, contractors, subcontractors, suppliers and visitors to the site will be notified via a site induction of the requirements on site for pollution prevention. All construction workers will be briefed on the importance of water quality, the location of surface water features and the location and use of accidental spill kits and drip trays (or hydrocarbon absorbing alternatives) for static plant or parked up plant as part of the site induction. <u>Construction workers will be trained in the implementation of the emergency incident response plan</u>	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Training	The Principal Contractor will be responsible for overseeing and enforcing pollution prevention procedures	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Emergencies	All incidents associated with the construction of the onshore elements of AyM, including environmental incidents and non-conformance with the CoCP, would be reported and investigated using the procedures that will be detailed within the relevant final management plans (NVMP, CTMP etc). The following procedure would be followed in the event of an incident and would be detailed further in the relevant management plan: -Works would stop within the vicinity of the incident; -The Safety, Health, Environment, Sustainability and Quality (SHESQ) Manager would be contacted; -The scale of the incident would be assessed; *if the incident was controllable by staff on Site, remedial action would be taken immediately in accordance with any relevant management plan; *if the incident could not be controlled by the staff on Site, emergency assistance would be sought; -The appropriate enforcing authority would be contacted and informed, including: *NRW for incidents relating to or affecting rivers, groundwater and major emissions to atmosphere; *the local sewerage undertaker for incidents affecting sewers; *DCC Environmental Health Department for incidents that could affect the public; *the Food Standards Agency for incidents that have the potential to affect food through deposition on crops or land used for grazing livestock; -The Applicant would instigate an investigation into the occurrence of the incident; -The findings would be sent to the appropriate enforcing authority where necessary; and -An action plan would be prepared to determine why the incident occurred and whether any modifications to working practices would be required to prevent a recurrence. If necessary, the CoCP and Health and Safety Plan would be updated (and any other plans as appropriate) and all workers would be notified.	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Clean-up and Restoration of the Site	Temporary arrangements will be made for storing any contaminated material on site	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Clean-up and Restoration of the Site	Locally, surface clean-up of the diesel spillage would be undertaken by using spillage control materials on the areas of the site affected	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Pollution Prevention and Emergency Incident Response Plan	Clean-up and Restoration of the Site	In the event of a spillage in the area, containment measures will be employed to prevent harm to the habitat and wildlife	Provision of Pollution Prevention and Emergency Incident Response Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Temporary Management Principles	Appropriately fenced (unmanned) crossing points -DE/206/24 (diversion required) -DE/208/32	Provision of Public Access Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Public Access Management Plan	Temporary Management Principles	Manned crossing points -Wales Coastal Path/ National Cycle Network (NCN) 5 -DE/207/11 -DE/206/5 (diversion required) -DE/206/44 (diversion required) -DE/206/24 (diversions required) -DE/201/9 (diversion required)	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Temporary Management Principles	Temporary closures with diversions - The diversions may be up to approximately 200 metres in length in one or either direction of the original PRoW, depending on the site and physical constraints. The diversion will be fenced to provide a secure area for the public, with consideration given to the appropriate controls at the interface between the PRoW and the haul road. The width of the fenced diversion will depend on its usage – but it is expected to be between two to five metres with the greater width in place for bridleways and byways. The exact route of each PRoW diversion within the onshore ECC will be determined and agreed with DCC during construction	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Temporary Management Principles	Temporary closures without diversions -DE/206/3 -DE/206/17 -DE/206/18 -DE/206/46 -DE/206/20 (short section) -DE/206/23 -DE/206/14, DE/206/40 and DE/206/4 -DE/201/8 and DE/206/41 -DE/201/7 -DE/105/7 -DE/015/7	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Provision of a banksman to assist ATR or PRoW users to safely cross the construction area during construction hours	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Provision of warning signage to raise awareness of the ATR or PRoW to approaching construction vehicles and informing PRoW users approaching a construction interface of the associated hazards -Shared use path on the A548	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Heavy Plant Crossing' signs to warn users of construction vehicles	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Information for users of the paths, especially at entry points to the Site, with contact details of the Applicant's liaison officer	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	A regular review of ground condition, to ensure the surface is safe for walkers and other users, whilst the paths remain open. Actions will be taken to improve ground condition if required	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	A short section of boundary fencing may be provided on each ATR or PRoW as it approaches the onshore development area to ensure a clear point of entering/ exiting the onshore development area is established	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Whilst there is a presumption in favour of not gating ATR or PRoW where they cross a working area, there may be occasions when a gate arrangement is necessary to be in place periodically for the protection of ATR or PRoW users	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Unmanned or manned crossings	Should a user not wish to be delayed (albeit any delays would be very short), a map showing a suggested alternative route will be provided at the crossing location	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Temporary closures with a diversion	The exact route of each PRoW diversion within the onshore ECC will be determined and agreed with DCC during construction	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Stopping up principles	Where a PRoW requires temporary stopping-up, any temporary diversion will be clearly signposted	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Stopping up principles	Temporary works affecting PRoW would be undertaken in line with to BS5709:2018 British Standard for Gaps, Gates and Stiles	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Stopping up principles	For all temporary closures: - A pre-and post-construction survey (including identification of surface condition and street furniture (if any)) of the PRoW affected will be undertaken. PRoW surveys will be undertaken by an experienced surveyor with scope of coverage and methodology to be agreed with DCC; and - Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with DCC	Provision of Public Access Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Public Access Management Plan	Stopping up principles	Notification of temporary closures will include: -A notice describing the temporary closure would be published in the press at least two weeks in advance of closure; and -Advanced site notices (i.e. notices to members of the public warning of diversions ahead) would be posted at appropriate places to minimise likelihood of unnecessary aborted journeys. These will follow DCC's requirements for advertising temporary stopping-up of PRoW and will include: -Site notices erected in visible locations on site approximately one to two weeks in advance of a temporary stopping-up; -Provision of a map showing the extent of the temporary closure and any temporary diversion; -Confirmation that the temporary diversion is to another PRoW or roads or on land in the Applicant's control; and -Confirmation that the temporary diversion across land in the Applicant's control is safe and fit for public use	Provision of Public Access Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Travel Plan	Travel Awareness	A Travel Plan Coordinator (TPC) will make new employees and subcontractors aware of the existence of the travel plan by providing them with an information pack including: -A map showing the location of the landfall, onshore ECC and proposed substation working sites in relation to the local areas in which those employees and likely to reside whilst working on the construction of AyM, highlighting the location of walking, cycling and bus routes; -Information relating to traffic-related environmental concerns, congestion problems and car sharing to raise awareness; and -Details of local accommodation available.	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Travel Awareness	A staff notice board will also be provided, within communal areas. This will include details of the car-sharing options including details of parking requirements. The notice boards will also include details of local cycling routes.	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Public Transport information	The use of public transport will be encouraged: -Provide up-to-date public transport information, including route maps and timetables, with welcome packs and on staff notice-boards; -Provide details of local taxi companies; -Liaise regularly with local public transport operators to ensure that information remains valid; and -Provide details of the websites and telephone advice services to enable staff to obtain details on their individual journey requirements	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Car Sharing Scheme	The Travel Plan Coordinator will set up a car sharing scheme/ register	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Car Parking Management	To support the Travel Plan, a combination of the following measures will be implemented in order to minimise travel by car: -Consider a pro-rata reduction in parking towards the end stages of the construction programme; and -Provide priority spaces for mini-bus use.	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Outline Travel Plan (OTP)	The TPC will be responsible for setting up and launching the Travel Plan in accordance with the following schedule, which will be agreed with DCC: -Pre-construction -Provide contact details with relevant DCC officers; -Collect details of local accommodation; -Arrange minibus provision (if required); and -Research travel information. -During construction -Liaise with the DCC Travel Plan Officer and other groups where appropriate	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Outline Travel Plan	Monitoring	All employees and visitors will be required to sign in and out at TCCs	Provision of Travel Plan	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	AILs	To ensure that delays are managed and co-ordinated, prior to the movement of any AIL, the contractor would be required to submit notifications to the relevant authorities (police, highway authorities and bridge / structure owners) through the Electronic Service Delivery for Abnormal Loads (ESDAL). The ESDAL process would ensure the timing of AIL movements would be co-ordinated and (including the issuing of the required advanced notification to stakeholders).	provision of construction traffic management plan	Secured in DCO - Requirement 10
Onshore	Chapter 9: Traffic and transport	Temporary closure	Where direct access would be affected by a temporary road closure, the Applicant would liaise with those users directly to ensure minimal disruption as possible whilst an access is temporarily closed, which could include 24 hour working and/ or providing alternative crossing, where appropriate. This would include liaising with the emergency services, to ensure access could be maintained during the closure	provision of construction traffic management plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise objective	The Principal Contractor's objective will be to control and limit noise and vibration levels, so far as is reasonably practicable and to minimise disturbance to sensitive receptors.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Consultation on construction noise	The extent to which any or all of the measures are contained within the final NVMP approved by DCC for any specific stage or stages of such works will be subject to further consultation between the Applicant and DCC. Consultation will be undertaken on the preliminary design at this stage, with final measures defined against the detailed design which will be available post-consent	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise objective	Construction works will be undertaken in accordance with the best practicable means (as defined in Section 72 of the Control of Pollution Act 1974) to minimise noise and vibration effects. Noise control measures will be consistent with the recommendations of the current version of BS 5228 - Part 1: Noise and Part 2: Vibration. Construction contractors would carry out the works in a manner which seeks to minimise noise and vibration wherever feasible, taking account of statutory requirements and legislation.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	There will be a preference for the use of plant fitted with effective silencers and noise insulation. Where possible, works will limit the use of particularly noisy plant, i.e. do not use particularly noisy plant early in the morning.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	The number of plant items in use at any one time will be limited, where practicable.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Plant maintenance operations will be undertaken as far away from noise-sensitive receptors as is practicable.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	The works will be phased, where practicable, to maximise the benefit from perimeter structures.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Any compressors brought on to site will be silenced or sound reduced models fitted with acoustic enclosures.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Operations will be designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors where practicable.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	The use of pink noise reversing alarms that produce a "static" sound as opposed to a beep will be used where reasonably practicable to reduce the noise generated by reversing beepers on site vehicles.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Construction plant will be regularly serviced and operated in accordance with manufacturer's instructions - plant that is intermittently used should be shut down in the intervening periods between work or throttled down to a minimum.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	The use of local noise screening or site hoardings to reduce noise where necessary.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	The appointment of a site contact to whom complaints/ queries about construction activity can be directed - any complaints should be investigated, and action taken where appropriate.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Local residents will be kept informed of construction activities, including working hours through measures set out in the Construction Communications Plan	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	All reasonable steps will be taken to limit the number of vehicles waiting to deliver materials to the proposed development.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	Construction which would be closest to nearby residential receptors will be undertaken as efficiently and quickly as reasonably possible.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	General Construction Noise Measure	With the exception of generators, pumps and electric plant, all plant and equipment should be shut down when not in use.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Construction staff noise awareness	Site personnel will be informed about the need to minimise noise as well as about the health hazards of exposure to excessive noise. Their training should include advice relating to the proper use and maintenance of tools and equipment, the positioning of machinery on site to reduce noise emissions to neighbouring residents, and the avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise objective	Construction contractors will adhere to the codes of practice for construction working set out in BS 5228 'Code of Practice for noise and vibration control on construction and open sites' insofar as these are reasonably practicable and applicable to the construction works.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise barriers	To minimise the effects of construction noise at the nearest receptors, temporary noise barriers, may be required at appropriate locations. The barriers would be located to ensure that an enhanced level of noise attenuation is provided to the most sensitive receptors. The barrier locations would be defined by the Applicant in consultation with Denbighshire County Council taking into account the methods of construction to be used (those methods being detailed within the Outline Construction Method Statement	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise barriers	Temporary noise barriers, where required, will be installed around works areas or equipment in order to provide screening for sources located at low heights (note however that it is likely to be impractical to provide noise barriers that are high enough to screen the entire horizontal directional drill (HDD) drilling rig (or other drilling rigs associated with trenchless techniques).	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise barriers	Where required temporary noise barriers will be constructed prior to the site preparation of the temporary construction compound or cable route and will remain in place until the site preparation phase is completed.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Vibration from percussive piling	It is anticipated that the PPV levels from piling operations would be below 1.0 mm/s at the nearest vibration sensitive receptors to the cofferdam and OnSS, and that percussive piling works would only take place during the daytime period. The Final NVMP will include predictions for PPV arising from percussive piling operations that will be informed by detailed design, for approval by DCC in advance of any percussive piling taking place.	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Noise and Vibration Management Plan	Noise - notifying residents	Local residents likely to be significantly affected by noise from HDD (or other trenchless techniques) works will be kept informed of the likely period during which the work will take place, the times and durations of planned works and the measures that are being taken to avoid unnecessary noise through measures set out in the Construction Communications Plan On completion of the trenchless works at a particular location, local residents will be informed that the works are complete and noise impacts due to trenchless works will cease	Provision of Noise and Vibration Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Invasive Non Native Species Management Plan	INNS	A pre-construction survey will be undertaken, potentially as part of any pre-construction ecology surveys, to establish the location and level of infestation of any INNS that could be disturbed or mobilised by construction work for AyM. The survey will target all plant species included on Schedule 9 of the Wildlife and Countryside Act 1981 and/ or Part 2 of Schedule 2 of The Invasive Alien Species (Enforcement and Permitting) Order 2019. The survey will take place during the summer prior to construction commencing for a particular phase, when invasive non-native plant species are most likely to be evident. Biosecurity measures set out in the outline INNSMP will be followed during the pre-construction survey	Provision of Invasive Non Native Species Management Plan	Secured in DCO - Requirement 10
Onshore	Outline Invasive Non Native Species Management Plan	INNS	Following the pre-construction INNS survey, and prior to construction, a Biosecurity Risk Assessment (BioRA) will be undertaken. The purpose of the risk assessment will be to inform the selection of control measures contained within the INNSMP to prevent or reduce the risks of spreading INNS during construction.	Provision of Invasive Non Native Species Management Plan	Secured in DCO - Requirement 10

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Outline Invasive Non Native Species Management Plan	INNS	<p>Good site practice and hygiene should ensure the following:</p> <ul style="list-style-type: none"> ☑All staff should be aware of what INNS look like and what their responsibilities are. Awareness training should be undertaken in the form of Tool Box Talks covering INNS. ☑Where possible to do so, construction works areas will be micro-sited to avoid areas of identified INNS. ☑The ECoW, will oversee the implementation of the INNSMP on site. Everyone working on site should clearly understand the role and authority of the ECoW, which will be included within the site induction. ☑All areas containing INNS not within the physical working areas to be demarcated to ensure no accidental spread. ☑Where cross-contamination is possible (i.e. from one part of the site to another or between sites), consider designating vehicles or machinery to specific sites where possible to prevent spread. ☑All vehicles and footwear entering working area to be clean on arrival. ☑If INNS have been identified during pre-construction survey, and if required by the BioRA, vehicles used to transport infested soils must be thoroughly inspected and appropriately cleaned in a designated area before being used for other work. ☑The most appropriate methods of cleaning should be determined by a suitably qualified contractor following a visual inspection. The suitably qualified contractor should supervise the cleaning, which should pay particular attention to tyre treads, wheel arches and any other areas that might retain rhizomes or seeds. ☑The designated cleaning area must be within an area of hard standing or covered by a root barrier membrane that can contain and collect the material washed off. The cleaning area must be located so as not to allow material to contaminate drains, ditches or watercourses. ☑The material left within the designated area after vehicles have been cleaned must be contained, collected and disposed of along with other contaminated material. ☑If soil is imported to the site for landscaping, infilling or embankments, the contractor shall gain documentation from suppliers confirming that it is free from invasive species. 	Provision of Invasive Non Native Species Management Plan	Secured in DCO - Requirement 10
Offshore	Volume 2, Chapter 5: Benthic Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology	Project Design - EMF	Inter-array and export cables will be buried to a maximum target depth of 4 m, subject to a cable burial risk assessment. Where it is not possible to bury the cables sufficiently, cable protection will be used. While cable protection or burial does not decrease the strength of EMF at source, it does increase the distance between the cables and benthic receptors, thereby reducing the received EMF (from attenuation of the EMF) and potentially reducing the effect on those receptors.	Cable Specification and Installation Plan to include consideration of EMF	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 8: Commercial Fisheries	Fisheries Liaison Plan	The Applicant is committed to ongoing liaison with fishermen throughout all stages of the project, based upon FLOWW (2014, 2015) guidance and the appointment of a Fisheries Liaison Officer (FLO) to maintain effective communications between the project and fishermen. Prior to construction, a Fisheries Liaison Plan will be developed, setting out in detail the planned approach to fisheries liaison and means of delivering any other relevant mitigation measures. A draft FLP has been developed and shared with stakeholders during informal consultation. The FLP will be conditioned within the Marine Licence.	Provision of Fisheries Liaison Plan	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 8: Commercial Fisheries	Dropped Objects Plan	A dropped objects plan will be developed for reporting and recovery of dropped objects where they pose a potential hazard to other marine users. It will be conditioned in the Marine Licence that any dropped objects are reported to NRW.	Use of Dropped Objects Protocol	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Emergency Response Cooperation Plan (ERCoP)	Production of an ERCoP in agreement with MCA. This will include discussion and agreement with the MCA on appropriate communication procedures. The ERCoP will be secured as a condition in the Marine Licence.	Provision of Emergency Response Cooperation Plan	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Marking on Admiralty charts	During construction, details of AyM will be provided to the UKHO in advance of construction. Buoyed construction areas will also be captured.	Provision of information to UKHO	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Marking on Admiralty charts	Details of AyM will be provided to the UKHO to ensure the associated infrastructure (including cables) are displayed on nautical charts.	Provision of information to UKHO	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Promulgation of information	Details of AyM will be promulgated in advance of, and during construction, via Notices to Mariners (NtMs) and the Kingfisher bulletin to ensure mariners are aware of the ongoing works.	Promulgation of Information (NtMs)	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Promulgation of information	Details of any major maintenance associated with AyM will be promulgated via Notices to Mariners (NtMs) and the Kingfisher bulletin to ensure mariners are aware of the ongoing works.	Promulgation of Information (NtMs)	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Buoyed construction area	Marking of the array as a buoyed construction area as directed by Trinity House.	Provision of lighting and marking plan	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Marine coordination	Marine coordination and communication to manage project vessel movements. This will include project vessel procedures including promulgation of defined indicative project vessel transit routes to site.	Provision of vessel routes as part of Construction Method Statements	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Temporary lighting and marking	Temporary marking and lighting of the array in agreement with Trinity House and in line with IALA O-139 during the construction phase.	Provision of lighting and marking plan	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Guard vessels	Use of guard vessels during construction where identified as necessary via risk assessment.	Applied mitigation	n/a
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Guard vessels	Use of guard vessels during operation where identified as necessary via risk assessment.	Applied mitigation	n/a
Offshore	Volume 2, Chapter 9: Shipping and Navigation	Framework Layout Parameters	Parameters within which the final layout will be defined will be agreed with the MCA and Trinity House to ensure suitable SAR and surface navigation access.	Provision of layout parameters	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Offshore	Volume 2, Chapter 10: Seascape, Landscape and Visual Impact Assessment	Project design	The western part of the AFL has been excluded from use as part of the array area. This reduces the horizontal extents of the AyM OWF primarily in views from the south and increases the distance of the array area, where WTGs would be located, from the Isle of Anglesey AONB. This change to the project design parameters followed SLVIA/CH stakeholder consultation and reference to the White Associates Guidance.	Parameters recorded in ML	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 11: Offshore Archaeology	Archaeological Exclusion Zones	AEZs are recommended around known features of anthropogenic origin of archaeological interest (A1 anomalies) and historic records of archaeological material (A3 anomalies). The locations and extents of AEZs will be established within the Marine WSI. No works will be undertaken within the extent of an AEZ during the construction, operational, or decommissioning phases.	Provision of offshore archaeological written scheme of investigation	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 11: Offshore Archaeology	Offshore Archaeological Written Scheme of Investigation	A WSI will be produced, and agreed by the archaeological curator(s), outlining mitigation measures that will be in place during the construction, operational, and decommissioning phases. The implementation of WSI is the mitigation, rather than the document itself. The offshore WSI will be conditioned within the Marine Licence.	Provision of offshore archaeological written scheme of investigation	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Chapter 12 Other Marine Users	Cable crossing agreements	Crossing and proximity agreements with known existing pipeline and cables operators will be sought.	Subject to commercial agreement	n/a
Offshore	Volume 2, Chapter 13: Aviation and Radar	Compliance with MGN 654	An Emergency Response Co-operation Plan (ERCoP) secured by a requirement of the DCO will be in place for the construction, operation and decommissioning phases of the AyM. The ERCoP is completed initially in discussion between the developer and the MCA, SAR and Navigation Safety Branches. Detailed completion of the plan will then be in cooperation with the Maritime Rescue Coordination Centre (MRCC), responsible for maritime emergency response. The ERCoP must then be submitted to and approved by the MCA. The ERCoP would detail specific marking and lighting of the wind turbines. The SAR helicopter bases would be supplied with an accurate chart of the AyM wind turbine locations, helicopter access positions and spacing between wind turbines. Furthermore, the arrangements of liaison between the wind farm developer and HM Coastguard in the event of an emergency response would be detailed together with an explanation of procedures and processes carried out. The requirement for an ERCoP will be conditioned within the Marine Licence and the DCO.	Provision of Emergency Response Co-operation Plan	Commitment captured within Marine Licence Principles document (app ref: 5.4.1)
Offshore	Volume 2, Chapter 13: Aviation and Radar	Notification to aviation stakeholders	The DGC will be informed of the locations, heights and lighting status of the wind turbines, including estimated and actual dates of construction and the maximum height of any construction equipment to be used, prior to the start of construction, to allow inclusion on Aviation Charts.	Notification of relevant authorities	Commitment captured in draft DCO Requirement 3
Offshore	Volume 2, Chapter 4: Offshore Ornithology; Volume 2, Chapter 9: Shipping and Navigation	Project Design - Minimum Blade Clearance	Blade Clearance of at least 22 m above Mean High Water Springs (MHWS) (in line with RYA Requirements to ensure potential for recreational mast interaction is minimized) to minimize potential impacts on sensitive environmental receptors.	Parameters recorded in ML	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 2: Marine Geology, Oceanography and Physical Processes; Volume 2, Chapter 5: Benthic Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology; Volume 2, Chapter 8: Commercial Fisheries; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities	CSIP	Development of, and adherence to, a Cable Specification and Installation Plan (CSIP) post consent. The CSIP will set out appropriate cable burial depth in accordance with industry good practice, minimising the risk of cable exposure. The CSIP will also ensure that cable crossings are appropriately designed to mitigate environmental effects, these crossings will be agreed with relevant parties in advance of CSIP submission. The CSIP will include a detailed Cable Burial Risk Assessment (CBRA) to enable informed judgements regarding burial depth to maximise the chance of cables remaining buried whilst limiting the amount of sediment disturbance to that which is necessary. The CSIP will be Conditioned in the Marine Licence.	Provision of Cable Specification and Installation Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 3: Marine Water and Sediment Quality; Volume 2, Chapter 4: Offshore Ornithology; Volume 2, Chapter 5: Benthic, Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology; Volume 2, Chapter 7: Marine Mammals.	PEMP	A Project Environment Management Plan (PEMP) is proposed to be produced to ensure that the potential for contaminant release is strictly controlled. The PEMP will include a Marine Pollution Contingency Plan (MPCP) and will also incorporate plans to cover accidental spills, potential contaminant release and include key emergency contact details. Typical measures will include: only using chemicals approved under the Offshore Chemicals Regulations 2002; storage of all chemicals in secure designated areas with impermeable bunding (generally to 110% of the volume); and double skinning of pipes and tanks containing hazardous materials. It will also include key emergency contact details (e.g. NRW, Maritime Coastguard Agency and the project site co-ordinator). The PEMP will be secured as a condition in the Marine Licence.	Provision of Project Environment Management Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 2: Marine Geology, Oceanography and Physical Processes; Volume 2, Chapter 3: Marine Water and Sediment Quality; Volume 2, Chapter 4: Offshore Ornithology; Volume 2, Chapter 5: Benthic, Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology; Volume 2, Chapter 7: Marine Mammals; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities.	Scour Protection Management Plan	Development of a Scour Protection Management Plan (SPMP) which will consider the need for scour protection where there is the potential for scour to develop around wind farm infrastructure, including turbine and substation/platform foundations and cables. The plan will be secured via a condition in the Marine Licence.	Provision of Scour Protection Management Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 7: Marine Mammals.	MMMP	A piling Marine Mammal Mitigation Protocol will be implemented as a condition in the Marine Licence (see Volume 4, Annex 7.2: Draft Outline MMMP).	Provision of marine mammal mitigation protocol	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Offshore	Volume 2, Chapter 2: Marine Geology, Oceanography and Physical Processes; Volume 2, Chapter 8: Commercial Fisheries; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities.	Project Design - Cable Protection	Where burial depth cannot be achieved, cable protection will be implemented (e.g. mattressing, rock placement etc). The suitability of installing rock or mattresses for cable protection will be investigated, based on the seabed current data at the location of interest and the assessed risk of impact damage.	Provision of Cable Specification and Installation Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 2: Marine Geology, Oceanography and Physical Processes; Volume 2, Chapter 5: Benthic Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology; Volume 2, Chapter 8: Commercial Fisheries; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities	Decommissioning Plan	A Decommissioning Programme will be developed to cover the decommissioning phase as required under Chapter 3 of the Energy Act 2004. As the decommissioning phase will be a similar process to the construction phase but in reverse (i.e., increased project vessels on-site, partially deconstructed structures) the embedded mitigation measure will be similar to those for the construction phase. The Decommissioning Plan will be secured as a condition in the Marine Licence.	Provision of Decommissioning Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	All offshore.	Project Design - Development Boundary	The development boundary selection was made following a series of constraints analyses, with the array area and offshore ECC selected to ensure the impacts on sensitive environmental receptors and other marine users are minimised.	Embedded into design	n/a
Offshore	Volume 2, Chapter 8: Commercial Fisheries; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities.	Safety Zones	Safety zones of up to 500 m will be sought during construction, substantial maintenance activities (such as major component replacement) and decommissioning phases. Where appropriate, guard vessels will also be used to ensure adherence with safety zones or advisory passing distances, as defined by risk assessment, to mitigate any impact which poses a risk to surface navigation during construction, maintenance and decommissioning phases. Such impacts may include partially installed structures or cables, extinguished navigation lights or other unmarked hazards.	Provision of Safety Zone Application	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 8: Commercial Fisheries; Volume 2, Chapter 9: Shipping and Navigation; Volume 2, Chapter 12: Other Marine Users and Activities; Volume 2, Chapter 13: Aviation and Radar.	Lighting and Marking	The Applicant is committed to marking and lighting the project in accordance with relevant industry guidance and as advised by relevant stakeholders including the Maritime and Coastguard Agency (MCA), Civil Aviation Authority (CAA) and Trinity House. The Applicant will also ensure the project is adequately marked on nautical charts.	Provision of Lighting and Marking Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 5: Benthic Subtidal and Intertidal Ecology; Volume 2, Chapter 6: Fish and Shellfish Ecology	Biosecurity Plan	Relevant best practice guidelines will be followed and implemented through the implementation of a Biosecurity Plan to minimise INNS introduction / spread. Any vessels used for the delivery of materials to site will adhere to industry legislation, codes of conduct and/or best practice to reduce the risk of introduction or spread of invasive non-native species. The Biosecurity Plan will be conditioned within the Marine Licence.	Provision of Project Environment Management Plan	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 6: Fish and Shellfish Ecology; Volume 2, Chapter 7: Marine Mammals.	Project Design - Maximum Hammer Energy	Identification of maximum hammer energy to be used during pile driving (5,000 kJ for monopile, 3,000 kJ for pin-piles). Inclusion of soft-start and ramp up procedures for pile driving. Maximum of two simultaneous piling events for adjacent foundations.	Provision of marine mammal mitigation protocol	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Offshore	Volume 2, Chapter 2: Marine Geology, Oceanography and Physical Processes; Volume 2, Chapter 3: Marine Water and Sediment Quality.	Disposal Sites	The project array area and offshore ECC will be licensed as disposal sites for the deposition of dredgings and drill arisings. All material that is dredged from the seabed will be disposed of within these sites to ensure material is retained within the local sediment transport system. At application, a detailed dredge and disposal site characterisation will be undertaken to inform the Marine Licence condition.	Report disposal of dredged material	Commitment captured within Outline approach to Marine Licencing (app ref: 5.4.1)
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Project design	Careful routing of the onshore ECC and design of key crossing points (sea defence structures, main rivers, non-main and ordinary watercourses, roads) to avoid key areas of sensitivity, including sand dunes, saltmarsh, ponds and woodlands, wherever possible (See Volume 1, Chapter 4 for further details on alternatives and site selection). Examples have included avoidance of disturbance to sensitive habitat within Rhyll Golf course through use of HDD and selection of an HDD crossing of the A55 that avoids interaction with woodland at Princes Gorse.	Embedded into design	n/a
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Great Crested Newt (GCN) European Protected Species Licence (EPSL)	An EPSL from NRW will be required for works affecting terrestrial habitat used by GCN at the OnSS (note all ponds will be retained in this area) as well as terrestrial habitat at other areas along the route. The conditions of the EPSL would be specified to ensure that construction and continued presence of the OnSS does not result in significant adverse impacts to the local population. This will include: <ul style="list-style-type: none"> ▣ Creation of mitigation (and compensation) habitats for use by GCN. ▣ Scheduling of certain work to avoid sensitive periods of the GCN and common toad life cycle. ▣ Removal of GCN and common toads from areas where there is risk of injury or death in advance, plus other precautionary measures. ▣ Monitoring of the GCN population at all water bodies at the OnSS area (existing, new and including those that are SUDS related). Outline planting mitigation principles have been developed for the proposed OnSS site. These mitigation principles include areas of proposed woodland, lowland meadow, hedgerows and structurally diverse grassland, within which refugia and hibernacula will be sited.. The extent of the indicative proposals, as well as other measures that would form part of the EPSL are presented in OLEMP (application ref 8.4).	Submission of EPS licence application	Secured in DCO Requirement 14

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Bat EPSL	The embedded measures which are pertinent include use of HDD beneath all woodlands (rather than trenching through the woodland), and retention of all trees and hedgerows wherever practicable. An NRW EPSL will be required in advance of work that could affect roosting bats. Since tree roosting bats utilise a range of locations over any given season, the licence will be sought to cover work at all trees with potential roost features (PRF) (i.e. the total roost resource) that may be affected by the project. All work undertaken under the EPSL and which could result in disturbance of bats would be overseen by the Named Ecologist, or his/her Accredited Agent (such as a suitably skilled and experienced Ecological Clerk of Works (ECOW) (see below). The EPSL application will be submitted to NRW once final design details are available and pre-construction surveys for bats have been completed. Key principles that will be followed in order to mitigate and compensate for impacts are described in the OLEMP (application ref 8.4). The over-riding principle is for no net loss of potential roost resource as a result of the scheme	Submission of EPS licence application	Secured in DCO Requirement 14
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Vegetation Clearance and Other Construction Works	All construction work will be undertaken in accordance with a Construction Method Statement (CMS) an outline version of which is provided in The Outline CoCP (application ref: 8.13) sets out the principles to be followed when the final CMS is prepared. The outline CMS (application ref: 8.13.1) and OLEMP (application ref: 8.4) include measures for ecological protection including: <ul style="list-style-type: none"> Pre-construction surveys for protected species whose distribution could have changed since the 2021 baseline surveys will be undertaken to update the baseline and determine potential impacts at the time of construction. Micrositing of project elements will be used to avoid important ecological features, where possible. Protective fencing will be installed around retained habitats of importance and retained trees located directly adjacent to working areas. An ECOW will be employed to oversee construction work and minimize risks to important ecological features. All habitats will be reinstated as soon as possible after construction. Hedgerows along the onshore ECC will be reinstated using a species-rich, locally appropriate native mixture including heavy standard trees at a 3:1 ratio for any lost. Removal of potential nesting bird habitat will either take place outside of the breeding season (considered to be March – August inclusive), or where this is not possible a check for the presence of nesting birds by the ECOW will take place in advance of work. Where active nests are located the relevant areas of vegetation would be retained until such time as young fledge or the nesting attempt has ended. Avoidance of disturbance to barn owls whilst nesting will be achieved through the implementation of disturbance-free buffer zones around active nests. Checks for the presence of badger setts, reptiles, hedgehogs, polecats, hares or other protected or notable species will be carried out by the ECOW prior to vegetation clearance. Additional reasonable avoidance measures for badger, otter and reptiles will be implemented/ mitigation licences applied for as necessary (details are included in the OLEMP (application ref: 8.4)). 	Provision of Construction Method Statement Provision of Landscape and Ecological Management Plan	Secured in DCO - Requirement 10 Secured in DCO Requirement 13
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Reinstatement of coastal sand dune habitat at Y Ffrith	The overall aim of the reinstatement will be to enable either the re-establishment of existing dune grassland habitats from turf salvaged from specific areas (guided by results from a pre-construction botanical survey) or the creation of dune grassland via reinstatement of appropriate soils and seeding. If seeding is required, it would be with native, ideally local provenance seed comprising a mixture that includes the dominant and characteristic species of adjacent, retained dune grassland. Further details are included within the OLEMP (application ref: 8.4).	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Reinstatement of habitats within Clwyd Estuary and Adjacent Fields LWS	The majority of the Clwyd Estuary and Adjacent Fields LWS supports agricultural grassland or cropland habitat of relatively low conservation value. This will be re-instated to its previous state following construction. This shall include the re-creation of drainlines and hollows which are present in some locations (typically fields immediately adjacent to the River Clwyd). The hedgerow and ditch network shall also be re-instated. Ditches shall be returned to their previous state, hedgerows will be replaced with a locally appropriate mixture of at least seven species, including standard trees (except directly over the Onshore ECC) at a 3:1 ratio for any lost. Further details are included within the OLEMP (application ref: 8.4).	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Reinstatement of lowland fen at The Flash	Topography, including hydrological connection, will be reinstated following works to ensure water retention. The area will be allowed to revegetate naturally (considered likely to be swift given the large amount of fen directly adjacent and to minimise risk of introduction of aquatic INNS). Further details are included within the OLEMP (application ref: 8.4).	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Measures to reduce impacts to European eels	Trenching work at smaller water courses and ditches will not take place at night and will include measures such that eels cannot become trapped within the work area, such as ramped ends.	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Measures to reduce disturbance to wintering birds at the landfall and River Clwyd crossing	The outline CMS (application ref 8.13.1) includes measures to reduce disturbance to wintering birds including: Subject to the final design parameters, Piling (if required for the establishment of a temporary cofferdam at the landfall) would either take place outside the winter period (October to March) or would utilize less noisy, vibro-piling technology unless otherwise agreed with DCC through provision of a CMS. If required, depending on the final locations and timing of the works, HDD pits and other working areas at the landfall and River Clwyd crossing would be screened, where possible, to provide an element of visual and acoustic screening of active working areas. The need for screening and details of proposed screening, if required, will be determined during detailed design and will be agreed with DCC and NRW via approval of the final CoCP and CMS (post consent)	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Landscape and Ecological Management Plan (LEMP)	Additional mitigation and compensation measures, beyond those covered in the outline CMS (application ref 8.13.1), including woodland planting, pond creation and hedgerow planting at the OnSS, are identified within the OLEMP (application ref: 8.4). The OLEMP also includes details of proposed biodiversity enhancements. The OLEMP sets out the key landscape and ecology elements that will be secured in the final LEMP which The Applicant will be required to submit to the relevant planning authority for approval as a requirement of the DCO.	Provision of Landscape and Ecological Management Plan	Secured in DCO Requirement 13

Onshore/Offshore	Chapter(s) where commitment has been made	Mitigation Measures (simplified wording)	Mitigation measure (wording from Chapter mitigation table)	Mitigation Measure	Secured through Planning Condition/Marine Licence
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	Best Practice	All construction work will be undertaken in accordance with the outline CMS (application ref 8.13.1), and relevant good practice guidance including, but not limited to: <ul style="list-style-type: none"> ☑Control of Water Pollution from Construction Sites – Guidance for Consultants and Contractors CIRIA (C532) (CIRIA 2001); ☑CIRIA – SuDS Manual (C753) (CIRIA, 2015b); ☑No discharge to main river watercourses will occur without permission from NRW (SuDS Manual); ☑Wheel washers, or alternative measures to minimise the transfer of detritus onto the highway, and dust suppression measures (such as those set out in the Air Quality Management Plan (application ref: 8.13.4), to be used as appropriate to prevent the migration of pollutants (SuDS Manual); ☑Regular cleaning of roads of any construction waste and dirt to be carried out (SuDS Manual); and ☑Surface water drainage arrangements to be submitted for approval by DCC as a requirement of the DCO. 	Provision of Construction Method Statement	Secured in DCO - Requirement 10
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation	General	Decommissioning practices will incorporate measures similar to the construction phase, to prevent impact to ecological receptors.	Provision of Decommissioning Plan	Secured in DCO - Requirement 21
Onshore	Chapter 5: Onshore Biodiversity and Nature Conservation CMS	General	Provision of a decommissioning plan in advance of decommissioning works will be a requirement of the DCO, to include protection of ecological features, based on up-to-date survey information and relevant guidance in place at the time of decommissioning.	Provision of Decommissioning Plan	Secured in DCO - Requirement 21
Onshore	Outline Communications Plan	General	5.1The following objectives shall govern communications with the local community and interested parties during the construction of the onshore works: <ul style="list-style-type: none"> ☑Communicate effectively and to all relevant parties that works will be taking place, when, where and for how long; ☑Undertake early communications to the users of the St Asaph Business Park to provide an indication of when construction activities are likely to take place between the A55 and Glascoed Road, and the likely duration; ☑Inform local communities, users of the St Asaph Business Park, business, leisure and other organisations of any impact our works will have on them; ☑Inform local communities, business, leisure and other organisations how the Applicant will maximise any positive impacts (e.g. contract awards) and minimise any potential disruptive impacts; ☑Provide a means of contact for people with questions about construction activities; and ☑Provide regular updates on activity via letters, newsletters, media coverage, drop-in sessions, or other relevant local channels. ☑The Applicant will seek to maximise the use of Welsh in the text-based visual elements of AyM through communications that are in Welsh or fully bilingual in Welsh and English. These would include but not be limited to: <ul style="list-style-type: none"> ☑public image texts (e.g. permanent and temporary visual signs, corporate brand, stationery, business cards); ☑websites and digital services including social media; ☑advertising and marketing (e.g. broadcast advertising, print-based advertising, recruitment advertising, outdoor advertising on billboards and vehicles, printed publications, exhibition and marketing materials); 	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan		An identified member of the Applicant's project team will be responsible for communication with local residents, businesses, local councils and highways authorities.	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	A Local Liaison Committee will be established comprising representatives of the local community, the selection of which will be undertaken in consultation with DCC, and the project team. Regular meetings will discuss up and coming activity and arrange appropriate means and timescales to communicate information to the wider community.	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	Drop-in sessions will be arranged ahead of construction activity to keep local communities and businesses informed of activity. These will be repeated at intervals if required. There will be an information line with a single point of contact and similarly the Applicant will have an email address for single point of contact. Both the telephone number and email address will be widely communicated on newsletters, press releases and signs along the cable route both ahead of and throughout construction activity.	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	A public hotline will be made available to members of the public. The hotline number will be published using appropriate channels for the area, so that the general public can voice their queries or complaints	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	Any Public Right of Way (PROW) closures / diversions will be communicated to DCC and other relevant organisations, including Community Councils, before the closure is put in place. Information will include the duration and proposed alternative routes. Diversions to PROW are addressed within the Outline Public Access Management Plan	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	Nearby caravan parks and other local businesses will be informed of construction activities which may affect their usual operations and activities, such as access, opening hours, and planned events. Information will include the duration and proposed alternative routes.	Provision of Construction Communications Plan	Secured in DCO - Requirement 10
Onshore	Outline Communications Plan	General	Local employers and suppliers will be informed of the proposed construction works and participation of local and regional companies in the tendering process will be encouraged	Provision of Construction Communications Plan	Secured in DCO - Requirement 10



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