

Appendix 4-1: Draft Commitments Register

Calderdale Energy Park

PEIR Volume 3

PINS Reference: EN0110023

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 – Reg 5 (2) (a).

7 April 2026

ID	Primary Topic	Subtopic (if applicable)	Effect (if applicable)	Commitment	Monitoring	Phase	Commitment Securing Mechanism in DCO	Delivery and Responsibility
1	08 - Biodiversity	N/A	Decommissioning activity resulting in disturbance of potentially sensitive species resulting in displacement or a reduction in productivity/survival rates	<p>Where necessary, protected species licensing may be applicable (for example for great crested newts or bats). Consideration for requirements will be identified through the assessment and confirmed as part of the DCO Application. Appropriate pre-decommissioning surveys will be proposed and, the full approach to be agreed with relevant consultees.</p> <p>Measures to avoid/reduce disturbance from noise and vibration including:</p> <ul style="list-style-type: none"> •Use of noise and visual barriers around working areas; •Use of working hours to ensure activity is limited to set times of day. <p>Measures to avoid/reduce the air quality pollutants and dust deposition including:</p> <ul style="list-style-type: none"> •Traffic management to reduce dust as a result of vehicle movements including speed control, route management and dust suppression (i.e. wetting of access routes; •Management of decommissioning areas to suppress dust; and •Management of traffic to reduce number of vehicle movements through sensitive habitats. <p>Measures to avoid/reduce the pollution including:</p> <ul style="list-style-type: none"> •Use of best practice approaches to manage use of materials and machinery onsite; •Surface water management plans for decommissioning areas to prevent pollution incidents; and •Deployment and use of spill kits and fuelling areas/pads to avoid contamination of habitats. <p>Measures to avoid/reduce direct impacts on ecological features including:</p> <ul style="list-style-type: none"> •Pre-commencement surveys to confirm the ongoing presence/absence of protected and notable species •Identification of 'biodiversity protection zones' and areas adjacent to specific features (i.e. confirmed otter holt locations or known GCN breeding ponds); •The location and timing of sensitive works to avoid harm to ecological features; •The times during decommissioning when specialists are required to be present to oversee works; •A sensitive lighting strategy to be employed to avoid unnecessary light pollution and avoid/reduce impacts of lighting on nocturnal species such as bats and otter; •Responsible persons and lines of communications; •Defining the role and responsibilities of an EcoW; and •Use of protective barriers and warning signs to avoid and prevent harm to biodiversity. 	Yes	Decommissioning	DEMP, PWMS, DTM, PMP	Principal Contractor
2	08 - Biodiversity	10 - Hydrology and Hydrogeology, Geology and Peat	Changes in surface and sub-surface hydrology resulting in degradation and/or loss of habitat (including Irreplaceable Habitats)	<p>The proposed drainage strategy will ensure that surface run off rates and the quality of water are maintained at current levels. The drainage strategy will be further developed and key design principles/aspects presented in the ES.</p>	No	Construction, Decommissioning	CEMP, DEMP, WMP	Principal Contractor, Design Team
3	08 - Biodiversity	10 - Hydrology and Hydrogeology, Geology and Peat	The introduction of toxic pollutants or sediments into the environment resulting in changes, loss or damage to terrestrial or freshwater environments and the species they support	<p>Measures to reduce spread of toxic pollutants include:</p> <ul style="list-style-type: none"> •Use of best practice approaches to manage use of materials and construction machinery onsite; •Surface water management plans for construction areas to prevent pollution incidents; and •Deployment and use of spill kits and fuelling areas/pads to avoid contamination of habitats. 	No	Construction, Decommissioning	CEMP, DEMP, WMP	Principal Contractor
4	08 - Biodiversity	N/A	Direct land take and land use change resulting in degradation and/or loss of habitat and changes in levels of recreational pressure resulting in degradation and/or loss of habitat	<p>A Habitat Mitigation and Compensation Strategy will be submitted as part of the DCO Application and will include measures to avoid, reduce and where unavoidable, compensate for collision-related mortality, disturbance/displacement and habitat loss and alteration associated with the Proposed Development. The compensation measures will be designed to go above and beyond the footprint of the habitat loss, reflecting the strategic and ecological importance of the study area for upland breeding waders and raptors. Compensation land will be comparable in character, elevation and habitat potential to the existing study area, with the intention of delivering landscape-scale benefits to the SPA/SSSI bird populations. The Habitat Mitigation and Compensation Strategy will help maintain water levels during periods of drought, and protect habitats during extreme weather events.</p> <p>An outline Precautionary Working Method Statement (PWMS) will be developed as part of the outline CEMP which will be submitted as part of the DCO Application to reduce direct impacts to species during construction and decommissioning, including measures such as:</p> <ul style="list-style-type: none"> •Site clearance protocols to follow if a species is found •Use of protective barriers and warning signs <p>Good practice measures described in relation to construction methods will also be adopted during operational maintenance activities, and will be detailed within an outline CEMP with final versions prepared following the grant of development consent and prior to commencement of works onsite.</p> <p>Measures to avoid/reduce direct impacts on ecological features, including:</p> <ul style="list-style-type: none"> •Pre-commencement surveys to confirm the ongoing presence/absence of protected and notable species; •Identification of 'biodiversity protection zones' and areas adjacent to specific features such as watercourse, habitats and identified resting places for protected species; •The location and timing of sensitive works to avoid harm to ecological features (such as timing of habitat clearance to avoid hibernation periods for amphibians and reptiles); •The times during construction when specialists are required to be present to oversee works in areas where risk of GCN occurring necessitate presence of licensed Ecological Clerk of Works; •A sensitive lighting strategy will be employed to avoid unnecessary light pollution and avoid/reduce impacts of lighting on nocturnal species such as bats and otter; •Responsible persons and lines of communications; •Defining the role and responsibilities of an EcoW; and •Use of protective barriers and warning signs to avoid and prevent harm to biodiversity. 	Yes	Construction, Operation and Decommissioning	CEMP, OEMP, DEMP, LEMP, PMP, PWMS, HMMP, HMCS	Principal Contractor, The Applicant
5	08 - Biodiversity	N/A	Biodiversity Net Gain (BNG)	<p>Requirements for NSIPs and BNG are planned to become mandatory from May 2026 with supporting guidance due to be published by DEFRA at that stage. The approach to BNG will be applied and considered alongside the EIA and HRA processes. This will include the use of the Statutory Biodiversity Metric to quantify the proposed gains and will be supported by a biodiversity net gain plan. Delivery of BNG will consider limitations and rules relating to designated sites, it will consider the Walshaw Moor Catchment Restoration Plan, any mitigation with respect to protected species and the application of "additionality" to calculations. Where necessary, offsite gains may be required to ensure overall delivery of a minimum 10% net gain for biodiversity. Given the scale and location of the Proposed Development, an Outline Habitat Management and Monitoring Plan (HMMP) will likely be submitted alongside the plan as part of the DCO Application.</p> <p>All requirements for BNG will be subject to review following publication of guidance for NSIPs.</p>	Yes	Construction, Operation and Decommissioning	BNG Strategy	Principal Contractor, The Applicant
6	08 - Biodiversity	N/A	Indirect habitat loss and degradation	<p>Habitat management and restoration measures will be developed under the HMCS and HMMP to reduce indirect habitat loss and degradation of rivers and will include specific enhancement measures relating to watercourses.</p>	No	Construction, Decommissioning	CEMP, HMCS, HMMP	Principal Contractor
7	08 - Biodiversity	N/A	Collision with turbine blades resulting in injury or death	<p>A monitoring strategy will be developed for bats and will include monitoring of bat activity levels during operation. The timing and length of monitoring will be agreed through consultation with relevant stakeholders.</p>	Yes	Operation	CEMP, PWMS	The Applicant
8	08 - Biodiversity	N/A	Effects of electro-magnetic fields and heat produced by transmission cables beneath watercourses	<p>All cable installation and routing will be subject to detailed design and confirmation of construction techniques prior to construction, and will be implemented in accordance with the approved design details.</p> <p>Measures to avoid/minimise the effects of electro-magnetic fields on fish and other aquatic species will be applied.</p>	No	Construction	CEMP	The Applicant, Design Team

9	08 - Biodiversity	06 - Air Quality	Construction dust effects on amenity, human and ecological receptors Dust deposition or changes in air quality resulting in degradation and/or loss of habitat (including irreplaceable habitats)	Measures to reduce dust impacts on amenity, human health, and ecological receptors will be implemented during construction. These measures will be informed by a project-specific dust risk assessment undertaken in accordance with IAQM guidance and will be consistent with the Greater London Authority's Supplementary Planning Guidance on the Control of Dust and Emissions during Construction and Demolition, as required by West Yorkshire guidance. The final list of mitigation measures will be secured through the CEMP. Specific measures will be implemented to avoid/reduce the air quality pollutants and dust deposition, including: •Traffic management to reduce dust as a result of vehicle movements including speed control, route management and dust suppression (i.e. wetting of access routes); •Management of construction areas to suppress dust; and •Management of traffic to reduce number of vehicle movements through sensitive habitats.	Yes	Construction, Decommissioning	CEMP, DEMP	Principal Contractor
10	08 - Biodiversity 19 - Aviation and Radar	09 - Ornithology 20 - Major Accidents and Disasters 12 - Landscape and Visual	Effects of construction and operation lighting on sensitive receptors and aviation	Construction works are not anticipated to be required at night, if they are, directional lighting will be used to avoid light spill. However, access routes and construction compounds may require security lighting and some out of hours working may be required. This strategy will be in-line with aviation safety requirements. A reduced/ sensitive lighting scheme will be appended to the CEMP and OEMP and implemented in consultation with the CAA, landscape and ecological consultees such as Natural England and MOD to mitigate the environmental effects of the permanent lighting from the wind turbines during construction and operation, on residents, biodiversity (such as bats and other nocturnal species), aviation receptors and MoD operations. The strategy will be employed, where necessary, to avoid light pollution and avoid/reduce the impacts of lighting on identified receptors.	No	Construction, Operation	CEMP, OEMP	The Applicant, Principal Contractor
	09 - Ornithology	08 - Biodiversity	Decommissioning of activity resulting in the disturbance of potentially sensitive species or in displacement or a reduction in productivity/survival	Upon cessation of operations, the majority of infrastructure associated with the wind farm would be removed and a comprehensive Habitat Restoration Plan (HRP) would be implemented (as part of the DEMP). The HRP would aim to return the Proposed Development to a condition that aligns with the ecological and ornithological character and conservation objectives of the surrounding South Pennine Moors Phase 2 SPA and South Pennine Moors SSSI. Upon cessation of operations, the majority of infrastructure associated with the wind farm would be removed and a comprehensive HRP would be implemented (as part of the DEMP). The HRP would aim to return the Proposed Development to a condition that aligns with the ecological and ornithological character and conservation objectives of the surrounding South Pennine Moors Phase 2 SPA and South Pennine Moors SSSI. Habitat management proposals will seek to include restoration/re-instatement of habitats during the decommissioning phase where applicable or areas of hard standing will remain in situ as removal will increase the risk of damage to habitats. All restoration activities will be developed in consultation with relevant statutory bodies, including Natural England, to ensure they are ecologically appropriate and contribute to the long-term conservation.	Yes	Decommissioning	DEMP, HRP	Principal Contractor
13	09 - Ornithology	08 - Biodiversity	Habitat loss, alteration, disturbance and displacement during operation	Operational maintenance will reduce the level of removal of suitable habitat, limit disturbance during ecological maintenance including using appropriate access windows; and use existing access routes where possible. Good practice methods would be adopted to reduce the potential for disturbance (e.g., to reduce generation of additional noise, light and vibration). In particular, effects on active bird nests would be reduced by undertaking any required vegetation maintenance by timing works outside the peak nesting season (April – May) and undertaking nesting bird checks prior to clearance of any suitable nesting habitat where avoidance is not possible.	No	Operation	OEMP, BPP	The Applicant
14	09 - Ornithology	08 - Biodiversity	Habitat loss, alteration, disturbance and displacement during construction and decommissioning	Good practice construction measures will be adopted to reduce construction and decommissioning impacts on IOFs and included within a CEMP and DEMP. These will be based upon standards set out within the BSI Standards Publication on Biodiversity – code of practice for planning and development. A Bird Protection Plan (BPP) will also be produced alongside the CEMP and DEMP, setting out measures to prevent harm to bird species within the works areas. A finalised version of the BPP will be prepared in tandem with the full CEMP and DEMP prior to commencement of works. Measures will be implemented to reduce working areas to avoid unnecessary habitat removal/alteration and disturbance, and measures to avoid/reduce the generation of additional noise, dust, light spill, vibration and pollution. The measures will be based on the following considerations: • Identification of 'biodiversity protection zones' and areas adjacent to specific features, such as nesting sites; • Inclusion of details for the implementation of working method statements to achieve ornithological outcomes and mitigation measures; • Identification of practical measures and sensitive working practices to avoid construction related impacts; • The location and timing of sensitive works to avoid harm to ornithological features; • The times during construction when particular specialists are required to be present to oversee works; • Responsible persons (i.e. ECoW - as described below) and lines of communications; • Defining the role and responsibilities of an Ecological Clerk of Works (ECoW); and • Use of protective barriers and warning signs to avoid and prevent harm to ornithology/biodiversity. An ECoW would be appointed to address issues relating to ornithological (and wider ecological) features during construction. Their responsibilities would include: • Undertake pre-construction surveys/check to ensure that significant effects to any newly colonised ornithological feature would be avoided; • Inform and educate site personnel of sensitive ornithological features within/near to the working areas and how effects on these features could occur; • Oversee management of ornithological issues during the construction period and advise on ornithological issues as they arise; • Monitoring and reporting on complaints with legal, planning contract requirements;	No	Construction, Decommissioning	CEMP, DEMP, BPP	Principal Contractor
15	09 - Ornithology	08 - Biodiversity	Habitat loss and alteration, disturbance and displacement, death/injury through collision with turbines	A Habitat Mitigation and Compensation Strategy will be submitted as part of the DCO Application and will include measures to avoid, reduce and where unavoidable, compensate for collision-related mortality, disturbance/displacement and habitat loss and alteration associated with the Proposed Development. The compensation measures will be designed to go above and beyond the footprint of the habitat loss, reflecting the strategic and ecological importance of the study area for upland breeding waders and raptors. Compensation land will be comparable in character, elevation and habitat potential to the existing study area, with the intention of delivering landscape-scale benefits to the SPA/SSSI bird populations. The Habitat Mitigation and Compensation Strategy will help maintain water levels during periods of drought, and protect habitats during extreme weather events. In addition, a long-term ornithological monitoring programme, incorporating comparative control sites will be implemented both prior to construction and post-construction. The comparative monitoring programme would then continue as part of the post-construction monitoring strategy, with a particular focus on key SPA/SSSI qualifying and assemblage species. Monitoring would be undertaken over a multi-year period to capture both short-term responses and longer-term population trends. The results of the baseline and post-construction comparative monitoring would inform an adaptive management framework, enabling mitigation, compensation and land management measures to be reviewed. Transition in land management (secured through the LEMP and HMCS) to support ornithological objectives. While driven grouse moor management would cease, the existing gamekeeping workforce is proposed to be retained and re-tasked as 'Wind Farm Rangers'. These staff would undertake a programme of land and habitat management beneficial to SPA/SSSI birds, potentially including heather management, continued predator control, peatland restoration, controlled grazing regimes and monitoring.	Yes	All phases	LEMP, OEMP, HMCS	Principal Contractor
16	09 - Ornithology	08 - Biodiversity	Death/injury through collision with turbines during operation	Detailed quantitative Collision Risk Modelling (CRM) will be undertaken to assess the effects from collision related mortality on bird species (particularly SPA/SSSI species). The results of this CRM assessment will inform the requirement for any mitigation requirements during operation. An avian fatality monitoring programme will be in place to confirm the accuracy of the CRM predictions that will be made in the assessment within the ES and to proposed remedial actions, if required.	Yes	Operation	OEMP, LEMP, BPP	The Applicant

24	10 - Hydrology and Hydrogeology, Geology and Peat	08 - Biodiversity 12 - Landscape and Visual	Loss of peat / carbon loss	<p>A number of mitigation measures are being implemented for the use and/or restoration of peat. Examples of these options are set out below. All options are directly accessible from the proposed infrastructure or will require minor temporary enabling works to facilitate:</p> <ul style="list-style-type: none"> •Of the permanently excavated peat, circa 146,000 m3 would be placed in five borrow pits distributed across the Turbine Area. All are in shallower peat or close to / adjoining peat areas and are therefore viable landscape positions for peat to be reinstated.; •Approximately 19,000 m3 of peat would be placed in three construction compounds to a maximum depth of 2.0 m. Again, the compound locations are in viable settings for peat translocation.; •Approximately 44,000 m3 would be used to repair two large dykes from which major linear gully networks have eroded by headcutting. The dykes are accessible directly from proposed infrastructure locations.; •Approximately 75,500m3 of peat would be used to reinstate peat within peat cutting footprints identified on LIDAR data. These show typical cutting depths of 0.3 – 0.5m. Target depths will be circa. 0.4m. Peat was likely to have been present at greater depths than currently and has been lost through gradual cutting and removal from the Turbine Area.; •Approximately 3,000 m3 of peat would be used to reinstate peat cover in pits and quarries across the Site.; 	No	Construction and Decommissioning	CEMP, DEMP, PMP, HMMP	Principal Contractor
18	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Erosion and sedimentation	<p>Where works are proposed within the 50m watercourse buffers of sensitive watercourses, measures will be in place such as:</p> <ul style="list-style-type: none"> •Additional drainage management, such as capture and treatment; •Water Quality Monitoring programmes over the course of construction works in proximity to the watercourses; and •Sequencing to limit the amount of construction works in any one catchment, particularly during wetter periods. <p>A monitoring programme will be developed and implemented in conjunction with YWS and UUW for the public water supply reservoirs to understand the parameters of concern and to set up reporting requirements, a process for information transfer and an emergency response plan. A baseline water quality monitoring programme will be completed followed by monitoring during construction (and reinstatement / site restoration / early post construction sub-phases) to ensure that no adverse effects occur as a result of the Proposed Development.</p> <p>Monitoring of private water supplies (see ID X below)</p>	Yes	Construction and Decommissioning	CEMP, DEMP	Principal Contractor
20	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Alteration of flow, natural drainage patterns / runoff volumes and rates	<p>In order to mitigate for groundwater flow alteration and interruption the drainage management strategy will incorporate the diffuse discharge of captured groundwater to down gradient peat. These discharges, along with infiltration of rainfall, will limit the down gradient effects on low permeability peat to short distances, up to approximately 10m, from excavations. Upgradient effects will be limited to a few meters due to the steepness of drawdown curves in low permeability peat and deep cut off ditches in areas of peat should be avoided to limit any other dewatering effects or interception of shallow groundwater.</p> <p>As with effects from erosion and sedimentation outlined above, a monitoring programme will also be established for the private water supplies identified in the Private Water Supply assessment, in consultation with local affected residents. This will involve baseline data collection prior to construction to ensure that all private water supplies are identified / understood, with regular monitoring throughout the construction stage. This programme will allow any potential impacts on the private water supplies to be promptly identified and remedial actions undertaken.</p> <p>Temporary infrastructure will be designed to reduce the number of watercourse crossings and encroachments into 50m buffer zones around all mapped water features.</p> <p>Infrastructure will be located at appropriate buffer distances from any confirmed GWDEs where possible or construction measures will be employed to mitigate for effects.</p> <p>Temporary drainage measures will be implemented to ensure the existing drainage regime is maintained during construction and that the potential for pollution of surface water runoff is managed.</p> <p>Temporary measures will be in place to control flood flows (such as preventing flows from entering open excavations). Measures will be implemented to ensure that construction activities would not impede or alter overland flow routes to ensure that flood risk is not increased elsewhere.</p> <p>Where appropriate, access roads will be constructed using permeable materials.</p> <p>Suitable offsets will be provided from the top of bank of all watercourses to ensure that ecological corridors are maintained and access for maintenance works is provided, where practicable.</p>	No	Construction and Decommissioning	CEMP, DEMP, WMP	Principal Contractor
21	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Potential pollution events affecting groundwater and surface water quality	<p>Construction works undertaken adjacent to or within watercourses (i.e. to construct new crossings) will comply with relevant guidance. Measures will be implemented to protect the water environment, including drinking water protected areas and SGZs. These include a suite of good practice procedures, methods and measures for activities such as fuel handling and storage, concrete batching, pollution prevention, etc. will be produced. In order to protect the water supply within the SPZ1 at the River Laneshaw, specific construction methods will be adhered to in agreement with UUW.</p>	No	Construction and Decommissioning	CEMP, DEMP, PPP, WMP	Principal Contractor
23	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Peat instability	<p>Measures to prevent ground collapse in areas of peat include:</p> <ul style="list-style-type: none"> •Detailed ground investigation at critical locations, including collection of site-specific peat strength data; •Specification of design measures to prevent or reduce construction-induced failure; and •Specification of control measures to limit impacts (e.g. temporary debris fences during construction for critical locations) and general good practice measures (including raising awareness of peat instability for site personnel through toolbox talks), active monitoring of construction locations, and preparation of emergency response and cleanup protocols. 	Yes	Construction and Decommissioning	CEMP, DEMP	Principal Contractor

26	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Alteration of flow, natural drainage patterns / runoff volumes and rates	<p>A number of mitigation measures are being implemented to reduce the alteration of flow, natural drainage patterns / runoff volumes and rates during operation. Examples of these options are set out below.</p> <p>A sequential approach to the development layout has been taken and sensitive equipment will be located outside of the design flood extents and away from watercourses, ensuring they remain operational in times of flood.</p> <p>Turbines are proposed on level platforms which will require groundworks dependent on cut and fill requirements. To assess the impact of ground level changes on flood risk, pluvial hydraulic modelling will be undertaken to determine baseline and proposed flow routes. This modelling will help to inform the design of levels and to demonstrate that flood risk will not be increased as a result of the Proposed Development. Where proposed internal site access tracks cross watercourses, suitably sized structures would be incorporated, subject to approval from the EA / LLFA.</p> <p>Surface water runoff from new impermeably surfaced areas will be managed to ensure that there is no increase in flood risk elsewhere and to provide water quality and biodiversity benefits where possible. Surface water runoff will be encouraged to infiltrate wherever possible, to maintain the existing drainage regime and the saturated condition of the adjacent peat. A drainage strategy will be produced confirming attenuation requirements, the provision of SuDS features, discharge locations and discharge rates. Suitable management and maintenance plans for SuDS will be employed to ensure the drainage system operates as designed for its lifetime.</p> <p>Where welfare facilities are provided, foul flows will be isolated and stored within a cess tank, prior to removal for appropriate treatment by a suitably qualified contractor.</p> <p>Stand-off distances to YWS and UUV assets will be discussed and agreed with the relevant sewerage / water authorities. Stand-offs from these assets will be free from construction, structures and access roads. In a few specific locations where these stand-offs cannot be achieved, build over or build near agreements may need to be sought. In these cases, the relevant sewerage / water authority will be consulted to discuss engineering design and any relevant mitigation that may be required.</p> <p>Development will be suitably offset from watercourses to allow sufficient space for access for maintenance. The watercourse offsets will be discussed and agreed upon with the EA / LLFA.</p>	No	Operation	CEMP, OSMMP, OWQMP, OPRMP, HMMP	The Applicant
28	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Potential pollution events affecting groundwater and surface water quality	<p>In order to protect the water supply within the SP21 at the River Laneshaw, a specific operational drainage management plan will be implemented as part of the OEMP for the access track to limit potential infiltration of any potentially contaminated track runoff along with procedures to restrict activities within the SP2.</p>	No	Operation	OEMP	The Applicant
30	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Risk of flooding from all sources to site users and off-site people and property	<p>A hydraulic modelling study will confirm additional or embedded mitigation to be included within the outline drainage strategy. If required, mitigation will include measures such as localised ground reprofiling or the creation of food storage areas, which would be incorporated into the design.</p>	No	Operation	OEMP	The Applicant
	10 - Hydrology and Hydrogeology, Geology and Peat	N/A	Erosion and sedimentation and alteration of flow, natural drainage patterns / runoff volumes and rates impacting Private Water Supplies	<p>A monitoring programme will also be established for the private water supplies identified in the Private Water Supply assessment, in consultation with local affected residents. This will involve baseline data collection prior to construction to ensure that all private water supplies are identified / understood, with regular monitoring throughout the construction stage. This programme will allow any potential impacts on the private water supplies can be promptly identified and remedial actions undertaken.</p>	Yes	Construction and Decommissioning	CEMP, DEMP, WMP	Principal Contractor
17	11 - Carbon and Climate Change	16 - Air Quality	Release of greenhouse gases	<p>The development of a Travel Plan will reduce traffic movements from staff travel during the construction phase, and encouraging low-emission transport modes (ride-share, electric vehicle, and active mode transport, where feasible).</p> <p>To reduce peat loss a areas to re-home Peat displaced by the Proposed Development to areas within the Proposed Development boundary will be identified. Measures and construction techniques will be employed to reduce peat loss in excavation.</p> <p>A Carbon Management Plan will be developed to consider embodied carbon in product and material procurement.</p>	No	Construction, Operation and Decommissioning	CEMP, OEMP, DEMP, PMP, CMP, TP	Principal Contractor, The Applicant
19	11 - Carbon and Climate Change	20 - Major Accidents and Disasters 18 - Human Health	Climate change effects on site staff during construction	<p>A Health and Safety Manager will be responsible for the monitoring and controlling of health and safety compliance and related rules and regulations on-site. Health and safety plans and RAMS developed for on-site activities will be required to account for potential heat impacts on workers and equipment. These plans will include:</p> <ul style="list-style-type: none"> Contractors will monitor weather forecasts and plan works accordingly, protecting workers and resources from any extreme weather conditions such as storms, flooding. Contractors will receive Environment Agency's (EA) flood alerts and plan works accordingly, protecting workers and resources from flooding. Site staff will be provided with appropriate PPE and undertake works in accordance with approved RAMS. Health and Safety Manager will be responsible for the monitoring and controlling of health and safety compliance and related rules and regulations on-site. Health and safety plans and RAMS developed for on-site activities will be required to account for potential heat impacts on workers and equipment. Air conditioning in cabs of powered machinery to protect operators. The environmental measures include the objectives of management plans to be adhered to during the construction of the Proposed Development; to achieve positive effects and/or avoid or reduce adverse effects, such as the use of the following plans: CEMP. 	No	Construction		Principal Contractor
25	12 - Landscape and Visual	18 - Human Health	Changes to visual and residential amenity during operation	<p>The environmental measures include:</p> <ul style="list-style-type: none"> Consideration of the layout of wind turbines, substation to reduce landscape and visual effects where possible, including consideration of separation between key receptors and wind turbine locations, and the overall composition of turbines when viewed from locations surrounding the Proposed Development; The proposed colour of the upper parts of the turbine will be selected to blend with the predominant colour of the sky and have a semi matte finish to reduce reflectivity. 	No	Operation	OEMP, LEMP	The Applicant
22	12 - Landscape and Visual	N/A	Changes to physical landscape features and fabric elements during construction	<p>The environmental measures include the objectives of management plans to be adhered to during the construction of the Proposed Development; to achieve positive effects and/or avoid or reduce adverse effects, such as the use of the following plans:</p> <ul style="list-style-type: none"> Preparation and adoption of an CEMP to reduce potential environmental effects; and A LEMP will set out short term and long-term landscape and ecological objectives for the Proposed Development, including the proposed restoration measures following construction taking account of the surrounding local landscape character. <p>The environmental measures included within the design of the Proposed Development, during the construction phase, include:</p> <ul style="list-style-type: none"> Routing and siting of elements of the Proposed Development to avoid notable landscape features, wherever practicable; Habitat creation to be consistent with the local landscape character; Native grass/moorland species to be planted around the internal site access tracks to assist in blending the track into the surrounding moorland context; and Careful consideration of any planting proposals within the Turbine Area and, along the associated infrastructure. <p>The Export Cable will be buried and intended to be undergrounded. Once the Export Cable is constructed the land will be restored to the current baseline use and condition. Landscape features or elements that will be removed during the construction phase, such as stone walls will be reinstated. Notable landscape features identified to date include the gulleys on the edge of the moorland plateau and the valley and disused railway near Delholme, in the vicinity of Meal Bridge, where trenchless techniques (such as horizontal directional drilling (HDD)) is proposed to be used to limit disturbance to the local landscape. There is potential for localised tree loss along the Bradford West Cable Corridor, and this will be reviewed in further detail in relation to an Arboicultural survey that will be undertaken.</p>	No	Construction	CEMP, LEMP	Principal Contractor, Design Team
27	12 - Landscape and Visual	N/A	Changes to physical landscape features and fabric elements during decommissioning	<p>Specific mitigation includes:</p> <ul style="list-style-type: none"> Further consideration of retaining buried elements and use of reinstatement in situ to limit disturbance to vegetation and landscape elements. <p>The environmental measures include the objectives of management plans to be adhered to during the decommissioning phase of the Proposed Development; to achieve positive effects and/or avoid or reduce adverse effects, such as the use of a DEMP</p>	No	Decommissioning	DEMP	Principal Contractor

29	13 - Historic Environment	N/A	Discovery of archaeological remains around Lower Good Grieve farmstead in the construction phase (Turbine Area)	<p>An Outline Written Scheme of Investigation (WSI) will be prepared for the DCO application and finalised prior to construction commencing. The Outline WSI will detail the method, areas, techniques to be applied as well as programme in the context of the post-consent, pre-construction period.</p> <p>A WSI will outline the methodology for archaeological work, with the primary purpose to ensure that archaeological remains are identified, recorded and potentially preserved or mitigated appropriately during development. The AMS will outline how to mitigate effects on buried archaeological remains that cannot be avoided by a programme of archaeological investigation.</p> <p>Implementation of a programme of archaeological investigation would constitute 'preservation by record'. This would mitigate the effects on lithic scatters, paleoenvironmental deposits, the remains of Roman Road RR720a, Denholme Deer Park, farmsteads at Alcomden, Lower Good Grieve and New House, the sandstone quarry near Keightley Road, the area of small-scale extractive and manufacturing industries west of Denholme and the possible navy camp at Barn Hill. Archaeological investigation could take the form of earthwork survey, photographic survey or excavation.</p> <p>A CHMS, incorporating a Chance Finds Procedure will set out additional environmental mitigation measures (those not embedded into the project design of the Proposed Development) to reduce the potential adverse effects to buried archaeological remains resulting from the construction phase. This will be achieved through preservation in situ (where practicable) and preservation by record. Preservation by record will consist of an approved programme of archaeological fieldwork and recording which will lead to the creation of an archaeological archive so that the remains can be preserved by record for future generations. Fieldwork recording may vary across the Order Limits PEIR Boundary depending upon the archaeological resource but may include trial trenching, watching brief, strip map and sample investigation, or formal excavation as appropriate. A programme of post-fieldwork assessment and analysis of the archive generated by fieldwork will be agreed, leading to publication and dissemination of the results of that work and the creation and deposition of a project archive for the Proposed Development in a suitable receiving museum or other body. The details of the archaeological fieldwork will be set out within a WSI to be prepared and submitted with the application for the DCO and agreed with the relevant statutory consultees.</p>	No	Construction	CEMP, WSI, AMS, CHMS	Principal Contractor
31	13 - Historic Environment	N/A	Discovery of archaeological remains around Vaccary Walls and non-designated boundary stones in construction phase (Western Access Route)	<p>A WSI will outline the methodology for archaeological work. The AMS will outline how to mitigate effects on archaeological remains that cannot be avoided by a programme of archaeological investigation.</p> <p>Effects on the boundary stones within the Main Turbine Site Area and from the Western Access Route north of Dove Stones Moor will be mitigated by a programme of recording followed by removal, storage and replacement, keeping conditions for this heritage feature as close to the original existing site state as possible, following construction.</p> <p>Additional mitigation for the Vaccary Walls will be reviewed and discussed at ES but will include a programme of recording.</p>	No	Construction	CEMP, WSI, AMS	Principal Contractor
14 - Transport and Access	17 - Socio-economic and Tourism	Changes to road safety for users and site staff	<p>Construction traffic measures will include:</p> <ul style="list-style-type: none"> Basic construction traffic management measures, including the provision of "Construction Access Ahead" and "Slow Ahead" signage at each access junction; Access Junctions 1 and 2 into the Proposed Development to be designed in accordance with Lancashire County Council and Calderdale Council standards, depending upon which local authority boundary they are located in; The use of a Travel Plan for construction staff, to be included within the contracts to be let for the construction of the Proposed Development; The use of police escorts in the transport of AIL components from the Port of Entry, through to the Proposed Development; AIL access improvements between the A6068 and the site access junction, including the provision of offline private access tracks to avoid AIL access over highly constrained sections of the C682 Lancashire Moor Road. The final selection of the access track enhancement selected will be included in the finalised submission at ES. <p>Measures included within an outline Construction Traffic Management Plan include:</p> <ul style="list-style-type: none"> Contractual requirement in the Balance of Plant (BoP) contract that contractors will only use the agreed access route; Direction signage signposting traffic on the agreed access route; Identification numbers on HGV and vans to allow easy recognition. These are to be of a unique design and are to be installed on the sides and rear of all HGV accessing the Site, for journeys to and from the Site; Providing the public with details of how to report use of unapproved routes or driving issues of concern; Using GPS trackers to allow the monitoring of all frequent bulk material delivery HGV movements; Setting out Site staff disciplinary measures for those who ignore the agreed access route and enforcing these throughout the construction period; All Site vehicles will feature "white noise" reversing warning devices to reduce noise disruption when on Site; All materials delivery lorries (dry materials) will be covered to reduce dust and stop spillage on public roads; Specific training and disciplinary measures will be established to ensure appropriate standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; Wheel cleaning facilities will be established at the Site entrances. A road sweeper would also be provided at Site to ensure that the public road within 500m of the proposed site access junctions is 	No	Construction	CEMP, CTMP	Principal Contractor	
35	14 - Transport and Access	17 - Socio-economic and Tourism 18 - Human Health	Changes to fear & intimidation for non motorised users (PRoW, Pennine Way and C682 Lancashire Moor)	<p>The PROWMP will outline how PRoW will be managed for the Proposed Development. This is to ensure that PRoW are suitably considered and provide both user safety and accessibility, as a result of the Proposed Development. Users of the PRoWs will be separated from construction traffic using barriers (where permitted and appropriate) which will ensure that safe access to the Order Limits for recreational purposes will be maintained. Crossing points will be provided where required, with path users having right of way and diversions will be provided where necessary.</p> <p>The CTMP includes a number of mitigation and management measures, including:</p> <ul style="list-style-type: none"> Approved construction access routes; Routes barred for construction traffic; The creation of a Traffic Management Group to act as a liaison between the developer and local community. <p>Contractor Selection including the requirements to adhere to the CCS and CLOCS best practice guidance:</p> <ul style="list-style-type: none"> Enhanced road signage measures, including signage for AIL deliveries; HGV vehicle requirements including identify requirements and data logging; A Wear & Tear Agreement with all relevant local highway authorities; AIL Traffic Management Plan; OAMP; CTMP management protocol and complaints process, including response times and commitments. <p>A liaison process with other future consented projects that may share the access routes. A framework OAMP is also proposed and included in the CTMP and will be secured through the DCO. During construction it will be necessary to temporarily divert PRoWs. Within the OAMP, consideration will be given to pedestrians, cyclists and horse riders alike due to potential interactions between construction traffic and users of the PRoW, bridleway and path network during the construction phase. Appropriate measures will be formulated into an OAMP, incorporated into the CTMP.</p>	No	Construction	CEMP, OAMP, CTMP, PROWMP, CCS, CLCS	Principal Contractor, The Applicant

36	14 - Transport and Access	N/A	Changes to local equestrian amenity	As recommended by The British Horse Society the following actions will be included in the CTMP and training will be given to all HGV staff: <ul style="list-style-type: none"> On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible. If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so). The vehicle should not move off until the riders are well clear of the back of the HGV. If drivers are wishing to overtake riders, they should approach slowly or even stop to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them. All drivers delivering to the construction site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves. 		Construction	CEMP, CTMP	Principal Contractor, The Applicant
33	15 - Noise and Vibration	14 - Transport and Access	Noise generated by construction traffic	Where road sections are determined to have an increase in traffic flow of less than 25%, no further assessment is required, as any increase in traffic flow will be negligible/not significant in terms of noise (i.e. less than a 1 dB change). In the instances where traffic flows exceed this level mitigation measures will be implemented and presented in the ES.	Yes	Construction and Decommissioning	CEMP, DEMP	Principal Contractor
32	15 - Noise and Vibration	18 - Human Health	Noise generated by construction	Measures to mitigate noise generated by construction includes: <ul style="list-style-type: none"> Locating noise producing activities/design elements (e.g. borrow pits) away from noise sensitive receptors, wherever practicable. Keep local residents informed of the proposed working schedule, where appropriate, including the times and duration of any abnormally noisy activity that may cause concern; Ensure that any extraordinary site work continuing throughout 24 hours of a day (for example, crane operations lifting components onto the tower) would be programmed, when appropriate, so that haulage vehicles would not arrive at or leave between 19:00 and 07:00, with the exception of abnormal loads that would be scheduled to avoid peak traffic times; Ensure all vehicles and mechanical plant would be fitted with effective exhaust silencers and be subject to programmed maintenance; Select inherently quiet plant where appropriate – all major compressors would be 'sound reduced' models fitted with properly lined and sealed acoustic covers, which would be kept closed whenever the machines are in use; Ensure all ancillary pneumatic percussive tools would be fitted with mufflers or silencers of the type recommended by the manufacturers; Instruct that machines would be shut down between work periods or throttled down to a minimum; Regularly maintain all equipment used on-site, including maintenance related to noise emissions; Vehicles would be loaded carefully to ensure minimal drop heights so as to reduce noise during this operation; and Ensure all ancillary plant such as generators and pumps would be positioned so as to cause minimum noise disturbance and if necessary, temporary acoustic screens or enclosures should be provided. <p>To protect the amenity of local residents, construction noise activities would be controlled under the COPA which includes provisions on the control of noise pollution. In particular, Part III Section 60 of the COPA refers to the control of noise on construction sites. It provides that a Local Authority can serve a notice imposing requirements regarding the way in which works are to be carried out, including controlling noise from construction sites to prevent disturbance occurring. The COPA also includes provision that the SoS may prepare codes of practice to give guidance on methods of minimising noise and requires the SoS to approve a code of practice for carrying out works to which Section 60 applies. British Standard 5228 is approved as a code of practice by the SoS.</p>	Yes	Construction and Decommissioning	CEMP, DEMP	Principal Contractor
34	15 - Noise and Vibration	18 - Human Health	Noise generated by operational wind turbines	Noise generated by the operational wind turbines will be controlled via the use of noise limits, derived in line with ETSU-R-97 and taking account of industry good practice guidance (or any updated, successor or supplementary guidance endorsed or published by the Government), and contained within a DCO requirement condition. Following confirmation of the final choice of turbine to be installed on site, if additional mitigation measures are required to ensure that the noise limits are met, an ONMP will be devised and enacted to ensure that no exceedances of the noise limits will occur. This would take the form of a scheme of low noise operational modes to be used under specific wind conditions. The final choice of turbine will be subject to a competitive procurement / tendering process. The final choice of turbine will have to meet the noise limits determined and contained within any DCO requirement condition imposed.	Yes	Operation	OEMP, ONMP	The Applicant
4	16 - Air Quality	08 - Biodiversity	Non-road mobile machinery effects on ecological receptors	An oCEMP has been submitted as part of the PEIR and a final CEMP will be submitted to and approved by the relevant planning authority prior to the commencement of construction. Measures will be consistent with the Greater London Authority's SPG on the Control of Dust and Emissions During Construction and Demolition, while intended for London, this approach is a requirement of the West Yorkshire Guidance.	No	Construction	CEMP	Principal Contractor
2	16 - Air Quality	18 - Human Health	Construction traffic effects on human health and ecological receptors	An oCEMP and an oCTMP has been submitted as part of the PEIR. Construction traffic will be managed in a way which reduces the potential air quality impacts at sensitive receptor locations through measures included within the oCTMP and the oCEMP. These documents will be submitted to and approved by the relevant planning authority prior to commencement of construction.	Yes	Construction	CEMP, CTMP	Principal Contractor
37	17 - Socio-economic and Tourism	N/A	Changes to employment and GVA during construction and decommissioning	The Applicant will seek to maximise the socio-economic and community benefits that the Proposed Development will deliver and the Legacy Report on Maximising Benefits sets out a framework for maximising socio-economic benefits. This will be further developed and presented in the ES.	No	Operation and Decommissioning	OEMP, DEMP, ESSCMP	The Applicant
38	17 - Socio-economic and Tourism	N/A	Changes to employment and GVA during operation	A community benefit fund from the Proposed Development will be consistent with potential government guidance on community benefit. Based on £5,000 per MW of installed capacity and an installed capacity of around 240MW, this could equate to a community benefit fund of £1.2 million annually. In addition to supporting local businesses through the award of contracts, the Calderdale Energy Project will also pay non-domestic rates to the local authority each year. The non-domestic rates paid will depend on the valuation of the Proposed Development for non-domestic rates, the poundage rate and the installed capacity.	No	Operation	OEMP, ESSCMP	The Applicant
39	18 - Human Health	14 - Transport and Access	Impact of proposed development on transport modes, access and connections	Early and ongoing notification will be given to ambulance and healthcare service providers in the Human Health local study area of planned temporary road restrictions, e.g. lane or full closures, to allow for alternative emergency and routine routing and service planning.	No	Construction	CEMP	Principal Contractor
40	18 - Human Health	17 - Socio-economic and Tourism	Impact of proposed development on employment, income and training	As far as reasonably practicable, subject to security checks and minimum requirements, promotion of access to construction opportunities for vulnerable groups in the Human Health local study area, including Calderdale will be provided. For example, advertising and interviewing locally with the view to encouraging applications from young adults not in education employment or training (NEET) and adults who are in long-term unemployment. As appropriate work with local providers to consider if there are inclusive upskilling courses or apprenticeship opportunities to bridge skills gaps for required roles.	No	Construction	CEMP, ESSMP	Principal Contractor
42	19 - Aviation and Radar	N/A	Interference to Instrument flight procedures (IFPs)	Mitigation of any confirmed effects on IFPs will be achieved by upward revision of the affected procedure minimum altitude. This will be implemented by re-design of the relevant procedure charts, approval of the re-design by the CAA and the promulgation of the amended procedures in the UK AIP. These actions will be secured through agreement with the relevant aerodrome operator and then approved by the CAA. Also, the DCO will contain provisions preventing construction until the specified mitigations are implemented.	No	Construction and Operation	OEMP	The Applicant
43	19 - Aviation and Radar	N/A	Interference to military low flying operations	The effects on military low flying would be mitigated by the installation of lighting on the Proposed Development and the pre-construction submission of details of the lighting of the Proposed Development to the MoD for their review and approval. These mitigations are a legal requirement under Articles 222 and 225A of the ANO.	No	Construction, Operation	CEMP, OEMP	Principal Contractor

44	19 - Aviation and Radar	N/A	Interference to Primary surveillance radar (PSRs)	<p>Modification of radar data processing parameters; use of an existing radar to act as 'in-fill'; deployment of an additional radar that has no line of sight to the turbines; and deployment of an additional radar with wind farm filtering techniques.</p> <p>Discussions are ongoing with stakeholders on the appropriate means of mitigating effects on PSRs. Potential mitigation measures include modification of radar data processing parameters; use of an existing radar to act as 'in-fill'; deployment of an additional radar that has no line of sight to the turbines; and deployment of an additional radar with wind farm filtering techniques. Mitigation measures will be secured by agreement with the radar operators. Also, the DCO will contain provisions preventing construction/operation until the specified mitigations are implemented.</p> <p>Agreement on means of mitigation of effects on PSRs will be based on a requirement to meet all aviation safety regulatory requirements and confirmation of acceptability to the relevant stakeholders.</p>	No	Construction and Operation	CEMP, OEMP	f
41	19 - Human Health	N/A	Human Health	Health related commitments are provided in further detail on the relevant chapters: Landscape and Visual, Noise and Vibration, Hydrology and Hydrogeology, Geology and Peat, Air Quality, Shadow Flicker	No	Construction, Operation, Decommissioning	CEMP, OEMP, DEMP	Principal Contractor, The Applicant
	20 - Major Accidents and Disasters	19 - Aviation and Radar 22 - Materials and Waste	<p>Risk of major accidents and disasters during the operation and maintenance phase:</p> <ul style="list-style-type: none"> - Aviation collision - Fire - Risks associated with onsite activities, such as dropping equipment or falls from working at height - Chemical release - Ice throw - Wind turbine collapse 	<p>The environmental measures for the operational and maintenance phase include:</p> <ul style="list-style-type: none"> •The Proposed Development is being designed in accordance with the appropriate aviation lighting requirements by the Civil Aviation Authority and the aviation lighting strategy will be agreed with the Civil Aviation Authority; •Wind turbines will be fitted with an active fire protection system that will detect flames, heat, gas, and smoke, alert personnel and rescue services and activate fire suppression or extinguishing systems; •All operational plant / infrastructure will be designed, installed and maintained in line with relevant legislation, standards and guidance, including Electrical Equipment (Safety) Regulations 2016 and Electricity Safety, Quality and Continuity (Amendment) Regulations 2006; •The wind turbines will have a lightning protection system, with appropriate grounding. The system will also measure the strength of a lightning strike and aid in the detection of potential damage; •Throughout the operation and maintenance phase, there will be regular checks and inspections of the wind turbines and other onsite plant; •All works at height will be in line with The Lifting Operations and Lifting Equipment Regulations 1998 and The Working at Height Regulations 2005; •Appropriate storage, handling and disposal of chemicals in line with the Control of Substances Hazardous to Human Health Regulations 2002; •The wind turbine control system will connect to sensors on the blades, which will detect the buildup of ice and automatically prevent the turbines from spinning when ice has built up on the turbine. Onsite operational and maintenance workers will be trained regarding the potential for ice throw. Ice risk conditions will be monitored and public notices will be displayed at access points (such as on the Pennine Way within the Turbine Area), alerting members of the public where there is a possible risk of ice throw due to weather conditions; •Setbacks from the Pennine Way have been included, based on topple distance for safety; •The design of the wind turbines will also be informed by detailed analysis to reduce any aeroelastic effects and appropriate measures will be implemented, such as ensuring that there is enough damping for the different modes and that there is no resonance; and •The wind turbines will be constructed to relevant engineering standards, including British Standard EN 61400, which relates to wind turbine structural components. 	No	Operation	Aviation Lighting Strategy, OEMP	The Applicant
45	20 - Major Accidents and Disasters	22 - Materials and Waste	<p>Risk of major accidents and disasters during the construction phase:</p> <ul style="list-style-type: none"> - Accident involving high-consequence dangerous goods - Accidental fire or explosion at an onshore Major Accident Hazard Pipeline - Fire - Risks associated with onsite activities, such as dropping equipment or falls from working at height - Utilities/services strike - Subsidence and unstable ground - UXO - Chemical release 	<p>The environmental measures for the construction and decommissioning phase include:</p> <ul style="list-style-type: none"> •Restriction of access to suitably qualified workers only; •Adherence to relevant legislation, including the Health and Safety at Work etc. Act. 1974, The Control of Substances Hazardous to Health Regulations 2002, the CDM Regulations 2015, The Lifting Operations and Lifting Equipment Regulations 1998 and The Working at Height Regulations 2005. Good practice working measures, including risk assessments and method statements, will be put in place in accordance with this legislation; •Adherence to relevant guidance, including the HSE's Avoiding danger from underground service, Fire Prevention on Construction Sites: Joint Code of Practice and the HSE's Fire Safety in Construction; •Preparation of a Construction Phase Plan, required by the CDM Regulations 2015 prior to construction commencing; •Detailed ground investigations in line with relevant standards and guidance, including British Standard 3930:2015 and BSEN1997: Part 2: 2007 Eurocode; •Earthworks and foundation design in accordance with national standards and guidance, including British Standard 6031:2009: Code of Practice for Earthworks and Building Regulations Approved Document A - Structure; •Use of methods to address unstable ground / geotechnical hazards, including temporary works (such as the shoring of excavations); •Communication of the potential risks of discovering UXO to construction workers, with the provision of safety training given. Safety monitoring will be adopted where required; and •Appropriate storage, handling and disposal of chemicals in line with the Control of Substances Hazardous to Human Health Regulations 2002 	No	Construction and Decommissioning	CEMP, CTMP, DEMP, DTMP	Principal Contractor
46	20 - Major Accidents and Disasters	N/A	Risk of fire during construction	Additional fire measures includes regular risk assessment of fire/wildfire risk, drawing on the principles of DEFRA's wildfire management plan guidance. Early and regular engagement with the relevant fire authorities will also be undertaken. This will include the development of a fire management plan in consultation with the relevant fire authorities prior to construction commencing and updated prior to operations commencing. This plan will include measures such as avoiding using construction machinery on high-risk days, reducing fuel loads directly near infrastructure, having fire extinguishers onsite, ensuring construction workers are trained for emergency situations and running exercises with the emergency services to ensure they are familiar with the Proposed Development.	No	Construction	CEMP	Principal Contractor
	20 - Major Accidents and Disasters	N/A	Risk of fire during operation	Additional mitigation includes regular risk assessment of fire/wildfire risk, drawing on the principles of DEFRA's wildfire management plan guidance. Continued engagement with fire authorities and development/review of the fire management plan. This plan will include measures such as avoiding using operational and maintenance machinery on high risk days, reducing fuel loads directly near infrastructure, having fire extinguishers onsite, ensuring operational and maintenance workers are trained for emergency situations and ongoing exercises with emergency services to ensure they are familiar with the Proposed Development.	No	Operation	OEMP	The Applicant
52	21 - Shadow Flicker	18 - Human Health	Shadow flicker	<p>A OEMP will provide details of the proactive and reactive Shadow Flicker mitigation and will be provided to Calderdale Council as part of an operational SFMS.</p> <p>The shadow flicker control system will halt the relevant turbine(s) when it detects:</p> <ol style="list-style-type: none"> 1) That it is geometrically possible for shadow flicker to occur; and 2) The environmental conditions necessary for shadow flicker to occur (i.e. the sun is shining and the wind is blowing) are present. <p>The implementation of these systems can be proactive or reactive:</p> <ul style="list-style-type: none"> • With a proactive approach, predicted shadow flicker events are mitigated when the meteorological conditions are present for shadow flicker to occur. The amount of predicted shadow flicker events that are mitigated will vary depending on the exposure levels that the operator has committed to, for example, a maximum of 30 minutes a day or 30 days a year; and • With a reactive approach, no mitigation is implemented immediately. However, if complaints relating to shadow flicker are received, the shadow flicker control system can be implemented to stop the turbines during predicted shadow flicker events (when the meteorological conditions for shadow flicker to occur are met) for a specific shadow flicker receptor or group of shadow flicker receptors. It is proposed that shadow flicker arising from the Proposed Development be mitigated via a combined approach. Proactive mitigation will be used for all properties located within 10 rotor diameters of a turbine. Reactive mitigation will be used for all properties located beyond 10 rotor diameters of a turbine. The shadow flicker control system will be installed to deactivate the wind turbines when shadow flicker effects are geometrically possible and the meteorological conditions for shadow flicker are also met. The system would be designed based on the final turbine specifications and the mitigation will be employed for all sensitive shadow flicker receptors within 10 rotor diameters identified through a post-consent survey 	Yes	Operation	OEMP, SFMS	The Applicant

49	22 - Materials and Waste	10 - Hydrology, Hydrogeology, Geology and Peat	Effective and efficient use of construction materials, inert non-hazardous waste and hazardous waste	<p>Measures will include those such as:</p> <ul style="list-style-type: none"> •Optimisation of material use; •Reuse of materials generated in the construction phase i.e. seeking to balance cut and fill across the Proposed Development through reuse of soils in line with Contaminated Land: Applications in Real Environments; •Use of recycled materials where viable for design parameters; •Preference for offsite construction where viable; •Identification of opportunities to use infrastructure for the temporary compounds that can be reassigned or reused upon completion of the Proposed Development; and •Sustainable procurement considerations for materials and waste that encourage circular economy outcomes throughout the construction, operation and decommissioning of the Proposed Development. <p>Waste related management plans will seek to achieve best practice and have positive effects and/or avoid or reduce adverse effects, and include the following:</p> <ul style="list-style-type: none"> •The CEMP will set out effective, site-specific procedures and mitigation measures to monitor and control material and waste impacts throughout the construction phase of the Proposed Development. This will set out measures to reduce adverse impacts from construction activities, so far as is practicable. The CEMP will set out the monitoring and auditing activities required to ensure that such material and waste mitigation measures are carried out, and that they are effective.; •The Construction Method Statement (CMS) will work alongside the CEMP to outline how construction tasks relating to materials and waste will be carried out safely and efficiently, with appropriate health, safety and environmental mitigation in place.; •The Peat Management Plan (PMP) will set out how peat will be managed during the construction phase; •The Site Waste Management Plan (SWMP) will set out the standard good practice measures that will be implemented by the appointed contractor to manage waste generated by the construction of the Proposed Development. This document may form an appendix of the CEMP. The SWMP will include measures to reduce potential environmental effects associated with the storage and transportation of waste will include <p>(1)Provision of measures to support adherence to waste legislation, including the Duty of Care imposed by Section 34 of the Environmental Protection Act 1990;</p> <p>(2)Careful location of waste stockpiles and other storage areas;</p> <p>(3)Use of best practice in the design of waste storage areas and the use of suitable containers;</p>	Yes	Construction	CEMP, CMS, SWMP, PMP, SMP	Principal Contractor
50	22 - Materials and Waste	N/A	Effective and efficient use of operational materials, inert and non-hazardous waste and hazardous waste	Operational waste management measures will ensure sustainable procurement considerations for materials such as reuse, recycling, recycled content and offsite manufacture which encourage circular economy actions in the operation and maintenance of the Proposed Development.	Yes	Operation	OEMP	The Applicant
51	22 - Materials and Waste	N/A	Production and management of hazardous waste	Decommissioning waste management measures will set out the monitoring and auditing activities designed to ensure that such materials and waste mitigation measures are carried out, and that they are effective. Sustainable procurement considerations will also be included for materials that facilitate deconstruction, reuse and recycling to encourage circular economy actions during the decommissioning of the Proposed Development.	Yes	Decommissioning	DEMP	Principal Contractor
48	23 - Land Contamination	10 - Hydrology and Hydrogeology, Geology and Peat	Contamination of land	<p>The measures for mitigating land contamination during operation include:</p> <ul style="list-style-type: none"> • Pollution prevention measures, storage protocols and inspection regimes specific for the protection of land and groundwater; • As part of the drainage strategy, the integration of long-term Sustainable Drainage System (SuDS) features (e.g. surface water drainage ditches and relief drains) to manage surface water without increasing runoff or risk of infiltration to underlying vulnerable aquifers; • Installation of impermeable surfacing (e.g. hardstanding) under the substation or equipment housing to prevent downward migration of any spilled fluids into underlying soils; • Adequate spill response plan including availability of spill kit and trained personnel; • Suitable containment systems for operational equipment (e.g. transformers); and • An incident logging and regulatory reporting procedure to be reported to the appropriate regulatory body (e.g. the Environment Agency) will be established with records retained for audit purposes. This also includes a well-structured management procedure to ensure seamless implementation of reporting procedures. 	No	Operation	OEMP	The Applicant
47	23 - Land Contamination	22 - Materials and Waste and 10 - Hydrology and Hydrogeology, Geology and Peat	Contamination of land	<p>The measures for mitigating land contamination effects during construction include:</p> <ul style="list-style-type: none"> • Construction workers will be made aware of the possibility of encountering localised contamination through toolbox talks. The implementation of good standards of personal hygiene, provision of welfare facilities on-site, and use of appropriate levels of personal protective equipment (PPE) will be implemented; • Implementation of pollution prevention measures to protect groundwater and surface watercourses in accordance with DEFRA and Environment Agency guidance. Protect groundwater and prevent groundwater pollution; •The implementation of trackside drainage and other drainage measures to reduce surface water runoff; • A Discovery Strategy which includes a watching brief for contamination during future intrusive works and as required, assessment by a land contamination specialist. This will include, but not be limited to, stopping works in the affected area whilst ensuring the identified contamination does not pose a risk. An assessment will then be undertaken by a land contamination specialist and a method agreed to deal with the identified contamination. If required, the relevant Local Planning Authority will be notified; • An emergency response plan will be implemented, detailing fire control procedures, measures for pollution prevention and emergency procedures to manage accidental spillages and leaks; • Specific measures will be put in place for fuel and oil bunding (>110% capacity) and safe chemical storage in line with Control of Substance Hazardous to Health (COSHH) Regulations; <p>Stockpile management measures include:</p> <ul style="list-style-type: none"> •Avoidance of over stockpiling to reduce compaction of soil and loss of integrity; Timely removal of soil from the Proposed Development (where applicable) to prevent windblown dust and surface water run-off; and •All soil wastes will be disposed of using licensed contractors in accordance with Duty of Care. This will ensure that material handling during construction will not put human health or environmental receptors at risk. <ul style="list-style-type: none"> •Roles and responsibilities; •Monitoring and reporting; •Public communication and engagement; and •Incident response. 	No	Construction	CEMP	Principal Contractor
53	23 - Land Contamination	10 - Hydrology and Hydrogeology, Geology and Peat	Contamination of land	<p>The measures for mitigating land contamination during decommissioning include:</p> <ul style="list-style-type: none"> • A pre-decommissioning baseline survey will be undertaken. This will typically include ground investigation prior to decommissioning to identify any areas of concern (e.g. leakage); • Regular site inspections will be undertaken during the dismantling of infrastructure to check for leaks from equipment or unexpected contaminated soil; and • In the event contamination is encountered, implementation of remediation before land is restored or reused. 	No	Decommissioning	DEMP	Principal Contractor

Abbreviation	Key term
AMS	Archaeological Mitigation Strategy
BNG Strategy	Biodiversity Net Gain
BPP	Bird Protection Plan
CCS	Considerate Constructors Scheme
CEMP	Construction Environmental Management Plan
CHMS	Cultural Heritage Management Strategy
CLCS	Construction Logistics and Community Safety
CMP	Carbon Management Plan
CTMP	Construction Traffic Management Plan
DEMP	Decommissioning Environmental Management Plan
DMS	Drainage Management Plan
DTMP	Decommissioning Traffic Management Plan
ECoW	Ecological Clerk of Works
ESSCMP	Employment Skills and Supply Chain Management Plan
TP	Travel Plan
GWDTE	Ground Water Dependent Terrestrial Ecosystems
HMCS	Habitat Mitigation and Compensation Strategy
HMMP	Habitat Management and Monitoring Plan
HRP	Habitat Reinstatement Plan
OAMP	Onsite Access Management Plan
OEMP	Operation Environmental Management Plan
ONMP	Operational Noise Management Plan
OPRMP	Operational Peat Restoration Monitoring Plan
OSMMP	Operational SuDS Management and Maintenance Plan
OWQMP	Operational Water Quality Monitoring Plan
PMP	Peat Management Plan
PMP	Peat Management Plan
PMWS	Precautionary Working Method Statement
PPP	Pollution and Prevention Plan
PROWMP	Public Right of Way Management Plan
SFMS	Shadow Flicker Management Strategy
STP	Staff Travel Plan
SWMP	Site Waste Management Plan
UUW	United Utilities Water
WMP	Water Management Plan
WSI	Written Scheme of Investigation
YWS	Yorkshire Water Services