Intermodal Logistics Park North Ltd

# INTERMODAL LOGISTICS PARK NORTH (ILPN)

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## Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

**Project reference TR510001**

## Preliminary Environmental Information Report (PEIR)

## Appendix 21.1: Commitments Register

**October 2025**

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**Planning Act 2008**

**The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017**

# Appendix 21.1 ◆ Commitments Register – PEIR Stage

## INTRODUCTION

21.1 This document forms the PEIR Stage Commitments Register for ILPN RFI. This is a register of all commitments made by the Applicant throughout the NSIP planning process that will be used to record and track the commitments made throughout the DCO process, and measure and monitor progress against implementation once a consent is granted.

### Purpose of a Commitments Register

21.2 In order to ensure that potential environmental effects arising from the Proposed Development are mitigated as far as possible and in accordance with the mitigation hierarchy and good design objectives, commitments to a number of measures are required. These commitments will be identified and defined from the EIA Scoping process, through the pre-application stage of the Proposed Development and through to the end of the examination.

21.3 In accordance with the Inspectorate's advice, these commitments are recorded on the Commitments Register; this is intended to be a live document that is updated at key project milestones and where appropriate agreed with relevant parties. It is then intended that post-consent it can be used as a tool to demonstrate compliance with commitments.

### Content of the Commitments Register

21.4 Commitments are defined as both embedded measures that have been built into the design of the Proposed Development, and additional measures that have been identified in addition to the design as a result of the assessment work undertaken. The commitments also include the monitoring proposed by the Applicant to implement the commitments detailed.

21.5 To aid the reader in interpreting the Commitments Register, a list of acronyms that have been used are set out below.

- AAC - Areas of Archaeological Constraint
- BEMS/BMS - Building Energy Management System
- BESS - Battery Energy and Storage System
- BNG - Biodiversity Net Gain
- BPZs - Biodiversity Protection Zones
- BS – British Standard

- CD&E - Construction, Demolition and Excavation
- CEMP – Construction Environment Management Plan
- CTMP – Construction Traffic Management Plan
- DCO – Development Consent Order
- DMP – Dust Management Plan
- ECoW - Ecological Clerk of Works
- EPSML – European Protected Species Mitigation Licences
- ERV/HRV – Energy Recovery Ventilation / Heat Recovery Ventilation
- ES – Environmental Statement
- EV – Electric Vehicle
- eHGV – Electric Heavy Goods Vehicle
- FRA – Flood Risk Assessment
- FTP – Framework Travel Plan
- HGV – Heavy Goods Vehicle
- HMMP – Habitat Management and Monitoring Plan
- IEFs – Important Ecological Features
- LCA – Life Cycle Assessment
- LEMP – Landscape and Ecological Management Plan
- MMP – Materials Management Plan
- NDHA – Non-Designated Heritage Asset
- NNNPS – National Networks National Policy Statement
- PfE – Places for Everyone
- PRoW – Public Right of Way
- PV - Photovoltaics
- RPZ – Root Protection Zone
- SAC – Special Areas of Conservation

- SAMS – Sustainable Access and Movement Strategy
- SDP – Strategic Development Plan
- SSSI – Site of Special Scientific Interest
- SuDS – Sustainable Drainage Systems
- SWMMP - Site Waste and Materials Management Plan

## Table 21.1 ILPN SRFI Commitments Register

| Ref. | Commitment | Monitoring | ILPN SRFI Phase | Relevant Aspect / Topic | | | | | | | | | | | | | | Commitment Securing Mechanism | Delivery (responsible party and timing) | Associated Supporting Documentation | Compliance Date and Details |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Land use and socio-economic effects | Transport and traffic | Air Quality | Noise and vibration | Landscape and visual effects | Ecology and biodiversity | Cultural heritage | Archaeology | Surface water and flood risk | Geology, soils and contaminated land | Materials and waste | Energy and climate change | Population and human health | Major accidents and disasters | | | | |
| **Design** | | | | | | | | | | | | | | | | | | | | | |
| D1 | Secure cycle storage will be provided to encourage active travel | N/A | Embedded design measure | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>FTP | |
| D2 | Freight traffic will not travel through local roads, but instead be directed through Parkside Link Road | N/A | Embedded design measure | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase and the site management company during operation | CTMP<br>Delivery, Servicing and HGV Management Strategy | |
| D3 | Staff and visitor access will be supported by public transport links, cycle paths, and pedestrian routes | N/A | Embedded design measure | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the Applicant and the principal contractor during the construction phase | DCO Plans<br>Travel Plan | |
| D4 | The proposed development provides a minimum of 20% of the total number of car parking spaces to be provided within the authorised development to be equipped with electrical vehicle charging points. Passive provision will be provided in the form of trunking for future EV and eHGV electric vehicle charging | N/A | Embedded design measure | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Travel Plan | |
| D5 | Ensure built elements are designed to balance operational efficiency with reference to their landscape and visual context and placemaking with appropriate allowances of land to provide | N/A | Embedded design measure | | | | | X | | | | | | | | | | DCO Requirement | Delivered by the designers and the Applicant during the design phase | DCO Plans<br>Landscape Masterplan | |

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| | environmental mitigation and functionality | | | | | | | | | | | | | | | | | | and the Principal contractor during construction | | |
| D6 | Landscaping proposals, including:<br>• Delivery of strategic landscape planting<br>• Sensitive design of landscape treatment alongside public rights of way on the well-used network of routes within the area to the north of the Main Site<br>• Incorporation of earth bunds to provide localised screening of lower level activity, such as HGV movements | N/A | Embedded design measure | | | | X | X | | X | | | | | X | X | | DCO Requirement | Delivered by the principal contractor during the construction phase | Landscape Masterplan | |
| D7 | Enhancements to public rights of way, including:<br>• Where the stopping up of routes is unavoidable (i.e., St Helens 608 and St Helens 621, Wigan 006/85/10, Wigan 006/94/10 and Wigan 006/101/10) replacement routes would be provided which retain functionality and enhance where possible.<br>• Closure of two level crossings on the Liverpool-Manchester railway line and provision of a pedestrian bridge to enable continued safe enjoyment of the existing and proposed PRoW network north and south of the railway.<br>• Provision of woodland belts on the western and eastern boundaries of the Site, screening lower level activity within the Proposed Development<br>• Creation of species-diverse grassland meadows, localised mounding, new footpath routes and scrub planting as a buffer between the Proposed Development | N/A | Embedded design measure | | | | | X | | | | | | | | X | | DCO Requirements | Delivered by the principal contractor during the construction phase | LEMP<br>Public Rights of Way Appraisal and Strategy (PEIR Appendix 10.6) | |

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| | and the boundary of Highfield Moss<br>• Inclusion of screen planting within the area of BNG mitigation to the north of the Liverpool-Manchester railway line<br>• Implementation of mitigation planting within LCA 1C, including new native woodland belts along field boundaries to the east of Winwick Lane and to the west of Croft, Lane End and Kenyon. | | | | | | | | | | | | | | | | | | | | |
| D8 | The design of green infrastructure, habitat creation and areas of public open space has taken into account ecological features and where possible has incorporated design features to compensate for habitat and ecological service losses, mitigate for impacts to important ecological features, and provide enhancements where possible | N/A | Embedded design measure | | | | | | **X** | **X** | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |
| D9 | A Protection Zone is proposed around Highfield Moss SSSI within the Main Site and will incorporate mitigation against impacts into the SSSI (noise, light, environmental releases) and also enhancement for other IEFs found within the Main Site. The Highfield Moss Protection Zone will:<br>• Provide an area of habitat creation complimentary to the moss providing enhanced habitats;<br>• Attenuate (through distance, engineered features (bund) and planting) any impacts into the SSSI from noise, light and hydrological inputs;<br>• Filter drains and drainage design will prevent hydrological impacts;<br>• Habitats will provide some compensation for habitats lost to the development;<br>• Habitats will provide opportunities and enhancements for a range of wildlife;<br>• Eliminating agricultural practices adjacent | N/A | Embedded design measure | | | | | | **X** | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>CEMP | |

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| | to the SSSI would decrease any existing effects from overspray and nutrient inputs; and<br>• The Protection Zone will provide additional recreational opportunities for the public, likely reducing some usage of the SSSI. | | | | | | | | | | | | | | | | | | | | |
| D10 | BNG will be achieved through the creation of areas of mixed scrub, lowland mixed deciduous woodland, other broadleaved woodland, other neutral grassland (both dry meadows and wet grassland), non-priority habitat ponds, traditional orchard, species rich native hedgerows, species rich native hedgerows with trees, and potentially a new drainage ditch. A minimum of 10% biodiversity net gain will be achieved. | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor or Applicant during the construction phase | Biodiversity Net Gain Strategy<br>Landscape Masterplan | |
| D11 | SuDS will be provided throughout the DCO Site including attenuation ponds and the filter drains which will be located on the southern boundary of the Highfield Moss Protection zone. SuDS will:<br>• Ensure no hydrological impacts to Highfield Moss SSSI; and<br>• Increase opportunities for wildlife. | N/A | Embedded design measure | | | | | | X | | | X | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Drainage Strategy | |
| D12 | The northern mitigation area has been allocated for habitat creation associated with BNG and species-specific mitigation measures. This area will include the creation of areas of mixed scrub, lowland mixed deciduous woodland, other broadleaved woodland, other neutral grassland (both dry meadows and wet grassland), non-priority habitat ponds, traditional orchard, species rich native hedgerows, species rich native hedgerows with trees, and potentially a new drainage ditch.<br>• Additional mitigation specifically targeted to provide additional forage resources for wintering birds. This will include a selection | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |

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| | of appropriate species to be included within habitats that will provide fruits, nuts and berries suitable for wintering birds including farmland specialists. It is considered that the area and complement of habitats to be provided will be sufficient to mitigate for loss of wintering bird forage.<br>• For breeding farmland bird species, additional mitigation will include selection of species to be included in habitat creation within the Northern Mitigation Area as well as appropriate management of habitats to provide optimal farmland breeding bird habitats that will in part mitigate for loss of breeding habitats. It is considered that habitats within the Northern Mitigation Area would be of a greater habitat suitability for breeding birds than the baseline habitats that would be lost | | | | | | | | | | | | | | | | | | | |
| D13 | The design includes a continuous vegetated corridor ("the Northern Habitat Corridor") (including the Highfield Moss Protection Zone) and areas for community/amenity use to the north of the railway line. This corridor will incorporate the existing railway and proposed new lines as well as adjacent habitat creation.<br>• This northern corridor will enhance habitat connectivity for a range of faunal species in an east/west orientation. | N/A | Embedded design measure | | | | | | **X** | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |
| D14 | A corridor of green space will be located along the eastern Main Site boundary ("the Eastern Habitat Corridor") which will include a vegetated bund with tree and scrub planting. This area will provide a more formal landscape but will also retain ecological value and connectivity in a south-west/north-east orientation. The eastern corridor will:<br>• Compensate for habitat losses; and<br>• Provide south-west/north-east ecological connectivity (for habitats and fauna), | N/A | Embedded design measure | | | | | | **X** | | | | | | | | | DCO Requirements | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan<br>Biodiversity Net Gain Strategy | |

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| | enhancing ecological connectivity across the Main Site and to areas outside the draft Order Limits. | | | | | | | | | | | | | | | | | | | | |
| D15 | A more formally landscaped corridor will be present along Parkside Road, but this will be designed to include verges of neutral grassland and individual tree planting providing some ecological value and connectivity. Measures will be used to reduce lighting of habitats set back from Parkside Road, in accordance with best practice and as set out in the Lighting Strategy. | N/A | Embedded design measure | | | | | | X | | | | | | | | X | DCO Requirements | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan<br>Lighting Strategy | |
| D16 | The area between the West Coast Main Line (railway line) and the Western Rail Chord will be vegetated, with an area of grassland habitat retained, and the retention and some enhancement of existing areas of woodland ("the Western Habitat Corridor"). It is noted that tree planting will be limited due to the proximity of the railway lines and will only be used at appropriate distance from the rail lines.<br>The Western Habitat Corridor will maintain a level of ecological value and connectivity in a general north/south orientation on the western Main Site boundary. | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |
| D17 | A corridor will be constructed from the eastern boundary to the Highfield Moss Protection Zone in the north-east of the Main Site allowing pedestrian and cycle access between the developed areas. This corridor, located to the north of Unit 13 and south of Units 14 and 15 as shown on the illustrative masterplan, will be more formally landscaped but will avoid the use of hard landscaping. The pedestrian corridor will:<br>• Provide additional diversity and opportunities for some species such as pollinators and generalist bird and mammal | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirements | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |

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| | species.<br>• Provide some ecological connectivity between the Highfield Moss Protection Zone and the eastern habitat corridor, enhancing ecological connectivity. | | | | | | | | | | | | | | | | | | | | |
| D18 | Some hedgerow creation within the Main Site will compensate for loss of hedgerows to the Proposed Development. Hedgerow creation will also look to enhance ecological connectivity where possible and provide habitat for reptiles, invertebrates and small mammals. Additional hedgerow creation will be provided in the wider draft Order Limits, particularly within the Northern Mitigation Area. | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan | |
| D19 | Designed habitat creation will maintain suitable habitats for hedgehogs (and other small mammals) with inclusion of hedgerows, areas of woodland, scrub and grassland with varied structures.<br>Inclusion of log piles and a number of artificial hedgehog houses within areas of habitat creation will provide additional opportunities for foraging, shelter, and potentially hibernation. | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans<br>HMMP | |
| D20 | Provision of artificial bird nest boxes on retained mature trees and well as incorporated within buildings (where possible and appropriate) will provide additional nesting resources for generalist species. | N/A | Embedded design measure | | | | | | X | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | HMMP | |
| D21 | Further additional habitat management will be undertaken on land within the wider DCO draft Order Limits that will be retained in agricultural cultivation or brought into optimal grassland management allowing for the provision of “skylark plots” or suitable habitats sufficient to provide compensation for loss of breeding habitat | N/A | | | | | | | | | | | | | | | | | | | |

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| D21 | Retention of Huskisson Memorial (Grade II) and Parkside Road Bridge (NDHA) within the draft Order Limits | N/A | Embedded design measure | | | | | | | X | | | | | | | | Article 4 of the DCO | Delivered by the designers and the Applicant during the design phase, to be retained by the principal contractor during the construction phase | Heritage Statement (PEIR Appendix 12.2) | |
| D22 | The development will include an amenity area to the north of the railway line including opportunity for heritage interpretation. | N/A | Embedded design measure | | | | | | | X | | | | | | | | DCO Requirements | Delivered by the principal contractor during the construction phase | DCO Plans<br>Landscape Masterplan<br>Landscape Masterplan<br>Design Vision and Principles Document | |
| D23 | A Design Code for buildings and landscape in the ILPN SRFI would be submitted as part of the DCO application. | N/A | Embedded design measure | | | | | X | | X | | | | | | | | DCO Requirement | Delivered by the designers and the Applicant during the design phase | Design Code | |
| D24 | An FRA has been undertaken and specifies appropriate mitigation measures for flood risk during the operational phase, to be incorporated into the design of the Proposed Development. Measures include setting finished floor levels relative to surrounding ground and consideration of overland flow routing (such as profiling ground levels to direct runoff away from built development). | N/A | Embedded design measure | | | | | | | | | X | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | Flood Risk Assessment | |
| D25 | Design of earthworks and geotechnical solutions, including designing a cut and fill | N/A | Embedded design | | | | | | | | | | X | | | | | DCO Requirements | Delivered by the principal contractor | DCO Plans | |

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| | balance. | | measure | | | | | | | | | | | | | | | | during the construction phase | | |
| D26 | Appropriate mitigation measures for water tanks and any potential future battery storage facilities have been designed into the Proposed Development. | N/A | Embedded design measure | | | | | | | | | | X | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans | |
| D27 | Foundation Works Risk Assessment | N/A | Embedded design measure | | | | | | | | | | X | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | Foundation Works Risk Assessment | |
| D28 | The energy centre, which incorporates a BESS facility, is positioned away (circa 850m south) from Highfield Moss SSSI and so it does not represent a potential impact on this receptor. | N/A | Embedded design measure | | | | | | | | | | X | | | | | DCO Requirement | Delivered by the designers and the Applicant during the design phase | DCO Plans | |
| D29 | A Carbon Management Plan has been prepared as required by the NPSNN. | N/A | Embedded design measure | | | | | | | | | | | | X | | | DCO Requirement | Delivered by the principal contractor during the construction phase | Carbon Management Plan | |
| D30 | PV renewable energy generation within the DCO Site, provided as part of the Proposed Development and with provision on warehouse roofs for additional installation by tenants. | N/A | Embedded design measure | | | | | | | | | | | | X | | | DCO Requirements | Delivered by the principal contractor during the construction phase | DCO Plans<br>Energy Strategy | |
| D31 | A new energy centre designed with flexibility to incorporate low/zero carbon technologies such as battery storage, if required, as set out in the Energy Strategy. | N/A | Embedded design measure | | | | | | | | | | | | X | | | DCO Requirements | Delivered by the principal contractor during the construction | DCO Plans<br>Energy Strategy | |

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| | | | | | | | | | | | | | | | | | | | phase | | |
| D32 | UK Building Regulations and good engineering practice for civil, structural and process engineering design, including providing for safety margins (e.g. for wind loading) and operational resilience to a range of temperature and humidity conditions. | N/A | Embedded design measure | | | | | | | | | | | | **X** | | | Required under The Building Regulations 2010 (and associated amendments) | Delivered by the principal contractor during the construction phase | DCO Plans | |
| D33 | Building design to follow the energy hierarchy of be lean (use less energy), be clean (supply energy efficiently), be green (use renewable energy) and off set. | N/A | Embedded design measure | | | | | | | | | | | | **X** | | | DCO Requirement | Delivered by the designers and the Applicant during the design phase | DCO Plans | |
| D34 | Active design measures include:<br>• LED lighting systems and smart controls;<br>• rooftop solar PV systems;<br>• on-site microgrid with backup generation and storage, combined with renewables, for energy resilience<br>• electrical infrastructure designed to facilitate future battery energy storage if required;<br>• variable speed drives on all mechanical plant and equipment;<br>• energy recovery ventilation (ERV/HRV) to recover energy from exhaust air;<br>• building energy management system (BEMS/BMS) with sub-metering to monitor and optimise energy use in real-time;<br>• rainwater harvesting for non-potable uses like truck washing or landscaping; and<br>• low-flow fixtures to reduce water consumption in restrooms or wash | N/A | Embedded design measure | | | | | | | | | | | | **X** | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans | |

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| | stations. | | | | | | | | | | | | | | | | | | | | |
| D35 | The potential hazards to rail operations and their avoidance or mitigation will be managed through the DCO through the rail approval process with Network Rail, known as PACE. | N/A | Embedded design measure | | | | | | | | | | | | | | X | PACE process with Network Rail | Delivered by the Applicant with the DCO application | Separate PACE process with Network Rail | |
| D36 | Placement of a 3.5 m high acoustic barrier between the Western Rail Chord and noise-sensitive receivers located to the west of the Main Site | N/A | Embedded design measure | | | | X | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | DCO Plans | |
| **Pre-Construction** | | | | | | | | | | | | | | | | | | | | | |
| PC1 | Communications measures, including:<br>• Implement a stakeholder communications plan prior to work commencing<br>• Display the name and contact details of person(s) accountable for air quality and dust at the site<br>• Display the head or regional office contact information | Monitored through implementation of the CEMP | Pre-construction | | | X | | | | | | | | | | X | | DCO Requirement | Delivered by the principal contractor prior to commencement and throughout construction | CEMP | |
| PC2 | Develop and implement a Dust Management Plan (DMP), including measures such as:<br>• Undertaking daily on-site and off-site inspection to monitor dust<br>• Carry out regular site inspections to monitor compliance with the DMP<br>• Increase the frequency of site inspections when activities with high dust potential are being carried out | Monitored through implementation of the CEMP | Pre-construction | | | X | | | | | | X | | X | | X | | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP | |
| PC3 | • An arboricultural survey to be conducted in line with BS5837:2012 pre-construction to consider trees that may be affected by construction | Monitored through implementation of the CEMP | Pre-construction | | | | | X | | | | | | | | | | DCO Requirement | Delivered by a contractor prior to commencement | CEMP | |

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| | | | | Land use and socio-economic effects | Transport and traffic | Air Quality | Noise and vibration | Landscape and visual effects | Ecology and biodiversity | Cultural heritage | Archaeology | Surface water and flood risk | Geology, soils and contaminated land | Materials and waste | Energy and climate change | Population and human health | Major accidents and disasters | | | | |
| PC4 | Financial contribution towards Holcroft Moss Manchester Mosses SAC (if required) as per PfE SPD policy | Approved and monitored by the Greater Manchester Combined Authority | Pre-construction | | | | | | X | | | | | | | | | Section 106 Legal Agreement | Delivered by the Applicant prior to commencement | N/A | |
| PC5 | Natural England Great Crested Newt District Level Licence | Monitored by Natural England | Pre-construction | | | | | | X | | | | | | | | | Licence agreement with Natural England | Delivered by the Applicant and lead ecologist prior to commencement | N/A | |
| PC6 | Natural England Licence to disturb/close badger sett (if required) | Monitored by Natural England | Pre-construction | | | | | | X | | | | | | | | | Licence agreement with Natural England | Delivered by the Applicant and lead ecologist prior to commencement | N/A | |
| PC7 | Remediation Strategy including remediation of previously unforeseen contamination. | A verification report will be produced following the implementation of remediation / mitigation. | Pre-construction | | | | | | | | | | X | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | Verification Report | |
| PC8 | Materials Management Plan (MMP) Verification report including site records, consignment notes and chemical test results. | MMP Verification report including site records, consignment notes and chemical test results. | Pre-excavation | | | | | | | | | | X | | | | | DCO Requirement<br>CL:AIRE timestamp / confirmation | Delivered by the principal contractor during the construction phase | CEMP<br>MMP<br>Verification Report | |
| PC9 | A pre-demolition audit would be undertaken for all buildings and structures to be demolished to identify the type, location and condition of | N/A | Pre-demolition | | | | | | | | | | | X | | | | DCO Requirement | Delivered by the principal contractor prior | CEMP | |

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| | | | | Land use and socio-economic effects | Transport and traffic | Air Quality | Noise and vibration | Landscape and visual effects | Ecology and biodiversity | Cultural heritage | Archaeology | Surface water and flood risk | Geology, soils and contaminated land | Materials and waste | Energy and climate change | Population and human health | Major accidents and disasters | | | | |
| | hazardous materials. A similar record of all salvageable and recyclable materials will also be prepared. | | | | | | | | | | | | | | | | | | to commencement | | |
| PC10 | The phase specific CEMPs will include an Archaeological Mitigation Strategy which sets out the objectives for the archaeological mitigation and the mechanisms for the appointed archaeological contractors to design and programme the fieldwork, undertake evaluation, mitigation, analysis, reporting and archiving. | Monitoring requirements will be set out in the AMS, and compliance with measures regularly recorded via an appropriate method to be determined in the phase specific CEMPs. The phase specific CEMPs will detail the frequency of such recording. | Pre-construction | | | | | | | | X | | | | | | | DCO Requirement | Delivered by the principal contractor prior to commencement | Archaeological Mitigation Strategy | |
| PC11 | To inform the nature and the extent of the required mitigations, a proportionate and targeted archaeological evaluation will be considered where appropriate, in consultation with the Archaeological Advisors to the LPAs and Historic England to advise on buried heritage constraints and mitigation on specific areas.<br>Areas of Archaeological Constraint (AAC) will be identified prior to construction, and if possible and convenient, these areas will be excluded by the Proposed Development (preservation in-situ) | Monitoring requirements will be set out in the AMS | Pre-construction | | | | | | | | X | | | | | | | DCO Requirement | Delivered by the principal contractor prior to commencement | Archaeological Mitigation Strategy | |

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| **Construction** | | | | | | | | | | | | | | | | | | | | | |
| C1 | The preparation and implementation of an Employment, Skills and Training Plan Framework | The Principal Contractor and each first-time occupier will be required to prepare their own Employment, Skills and Training Plan.<br>The Principal Contractor and each first-time occupier will agree a monitoring and reporting methodology with the ILPN Partnership. | Construction | X | | | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | Employment Skills and Training Plan Framework | |
| C2 | Site management measures, including:<br>• Record all dust and air quality complaints, identify cause(s), take appropriate measures and record measures taken<br>• Make the complaints log available to the relevant Local Authorities<br>• Record any exceptional incidents that cause dust and/or air emissions<br>• Hold regular liaison meetings with other high risk construction sites within 250m of the Order Limits.<br>• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible | Monitored through implementation of the CEMP<br>A noise and vibration monitoring regime may be implemented, focusing on the nearest/most exposed receptors and including trigger levels to ensure | Construction | | | X | X | X | | | | X | | X | | | X | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP | |

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| | • Erect solid screens or barriers around dusty activities that are at least as high as any stockpiles on site<br>• Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period<br>• Avoid site runoff of water or mud<br>• Keep site fencing, barriers and scaffolding clean using wet methods<br>• Remove materials that have a potential to produce dust from site as soon as possible<br>• Cover, seed or fence stockpiles to prevent wind whipping<br>• Avoid scabbling (roughening of concrete surfaces) if possible<br>• Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out<br>• Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos<br>• For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust<br>• Ensure the site is kept tidy and organised<br>• Materials delivered on an ‘as needed’ basis to prevent unnecessary stockpiles<br>• Sensitive colouring of welfare facilities and temporary office units within site compounds<br>• Locating the site compound, welfare facilities and storage of materials outside of the floodplain<br>• Working safely in proximity to watercourses<br>• Recommending employers sign up for EA | significant levels of noise and vibration are avoided. | | | | | | | | | | | | | | | | | | | |

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| | Flood Warnings and Flood Alerts<br>• Monitoring local weather warnings for heavy rainfall<br>• Designated pathways for large vehicles to limit areas of sediment compaction<br>• The implementation of temporary surface water conveyance routes and temporary attenuated storage measures which will ensure surface water runoff is intercepted, safely stored and discharged from the DCO Site at a rate no greater than existing<br>• The provision of appropriate measures to provide treatment to runoff prior to discharge from the DCO Site through the surface water management plan<br>• Monitoring the water quality of surface water flows leaving the DCO Site<br>• Provision of welfare facilities including the proper disposal of foul water<br>• Use well-maintained construction plant compliant with prevailing emission standards<br>• Selection of appropriate equipment and construction methods, e.g., hydraulic plant will be used in preference to pneumatic plant, and electrically powered rather than internal combustion engine powered, where practical and feasible.<br>• Noisy works will take place during agreed site hours, and there will be appropriate management of working hours for noisier tasks.<br>• Construction related plant to be located as far as reasonably practicable from noise-sensitive receptors. | | | | | | | | | | | | | | | | | | | | |

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| C3 | Measures to manage construction vehicles:<br>• Ensure all vehicles switch off engines when stationary for more than 1 minute, no idling vehicles<br>• Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable<br>• Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials (part of the CTMP)<br>• Regular inspection and maintenance of vehicles used on-site<br>• A Construction Traffic Management Plan (CTMP) that will help manage and mitigate construction highway impacts and consequently reduce the HGV transport-related GHG emissions. The CTMP will also contain measures to encourage active, public or shared travel modes for construction workers, which will reduce GHG emissions from private car transport.<br>• Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels where appropriate.<br>• 'White noise' type reversing warnings should be used on mobile plant in preference to 'bleepers' to minimise intrusion. | Monitored through implementation of the CEMP and Construction Logistics Plan<br>Monitoring results will be reviewed annually and reported to the relevant local authority and stakeholders. | Construction | | X | X | X | | | | | X | | | X | | X | DCO Requirements | Delivered by the principal contractor during the construction phase | CEMP<br>CTMP | |
| C4 | Measures to manage construction operatives:<br>• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques<br>• Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate | Monitored through implementation of the CEMP | Construction | | X | X | X | | | | | X | | | X | | | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP | |

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| | • Use enclosed chutes and conveyors and covered skips where present<br>• Minimise drop heights and use fine water sprays where appropriate<br>• Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods, where appropriate<br>• Site personnel will be instructed on BPM to reduce noise and vibration as part of their site induction training and as required prior to specific work activities. | | | | | | | | | | | | | | | | | | | | |
| C5 | Waste management measures, including:<br>• Avoid bonfires and burning of waste materials<br>• Appropriate management of waste water from wheel and lorry washing facilities and concrete production, if mixed on-site<br>• The Site Waste and Materials Management Plan (SWMMP) includes the following:<br>o measures for maximising the reuse of topsoil to enrich / promote ecological habitat on the Northern Mitigation Area, and use of BMV agricultural soils for enrichment of agricultural land on the Northern Mitigation Area and Soils Reuse Area to the south east of the Main Site.<br>o relevant reuse, recycling and landfill diversion targets applicable to the Proposed Development<br>o the types and likely quantities of construction, demolition and excavation (CD&E) wastes that may be generated as a result of the Proposed Development | Monitored through implementation of the CEMP | Construction | | | X | | | | | | X | X | X | X | | X | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP<br>SWMMP | |

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| | ○ a review of the waste management measures and procedures to be implemented on site during construction in line with relevant legislation, guidance and best practice | | | | | | | | | | | | | | | | | | | | |
| C6 | Demolition management measures, including:<br>• Ensure water suppression is available during demolition operations<br>• Avoid explosive blasting, using appropriate manual or mechanical alternatives<br>• Bag and remove any biological debris or damp down such material before demolition | Monitored through implementation of the CEMP | Construction | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP | |
| C7 | Measures to manage earthworks:<br>• Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable<br>• Use Hessian, mulches or trackifiers where is it not possible to re-vegetate or cover with topsoil, as soon as practicable<br>• Only remove the cover in small areas during work and not all at once<br>• Phasing of earthworks to prioritise the construction of any bunding to provide screening of the subsequent works where practicable<br>• Stripped topsoil shall be stored in separate resource bunds no more than 3m high and kept grassed and free from construction traffic until required for re-use. | Monitored through implementation of the CEMP | Construction | | | X | X | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction phase | CEMP | |
| C8 | Measures to manage trackout:<br>• Use water-assisted dust sweepers on the access and local roads, to remove, as necessary, any material tracked out of the DCO Site | Monitored through implementation of the CEMP | Construction | | | X | | | | | | | | | | | | DCO Requirement | Delivered by the principal contractor during the construction | CEMP | |

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| | • Avoid dry sweeping of large areas<br>• Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport<br>• Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable<br>• Record all inspections of haul routes and any subsequent action in a site log book<br>• Install hard surfaced haul routes where appropriate, which are regularly dampened down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned<br>• Implement a wheel washing system<br>• Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit<br>• Access gates to be located at least 10m from receptors where possible | | | | | | | | | | | | | | | | | | phase | | |
| C9 | Measures to manage impacts to biodiversity during construction:<br>• Protection of retained vegetation in accordance with British Standard (BS) 5837:2012. Hedgerow and trees located in proximity to the working areas will be protected from disruption and if necessary, protection fences will be erected to ensure that roots remain undisturbed<br>• The CEMP will include the details of an appointed ecologist or Ecological Clerk of Works (ECoW).<br>• Biodiversity Protection Zones (BPZs) following the Root Protection Zone (RPZ) around retained hedgerows, woodland and | Monitored through implementation of the CEMP | Construction | | | | | X | X | | | | | | | | | DCO Requirements | Delivered by the principal contractor during the construction phase | CEMP | |

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| | individual trees, to be extended in areas where the ECoW determines is required (if necessary);<br>• BPZs around any identified active badger setts within 30m of construction activities should those activities be deemed to pose a risk to the sett;<br>• BPZs around any identified active bird nest within vegetation, on the ground, or within buildings which are to be cleared for construction. An appropriate BPZ would be determined by a suitably experienced ecologist or the appointed ECoW to ensure the protection of the feature until it is no longer active;<br>• Appropriate BPZs would be provided around any identified bat roosts (within trees or buildings) to protect the feature from disturbance during construction;<br>• Appropriate BPZs would be provided around any specimens of Maiden Pink identified for retention or translocation in order to protect the individual plants during construction or prior to being translocated;<br>• All BPZs would be identified within the CEMP on clear and accurate location plans;<br>• Best practice working methods for the stockpiling and storage of excavated material including appropriate distances of storage from sensitive IEFs such as the adjacent SSSI and measures to prevent the dispersal of material from wind or rain. Measures might include covering or capping stockpiles or damping down material, providing secondary containment or use of barriers such as silt fencing (as appropriate);<br>• Best practice working methods to reduce the risk of environmental releases of stored chemicals, fuels and materials that might impact upon IEFs. This will include locating | | | | | | | | | | | | | | | | | | | | |

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| | storage areas away from identified IEFs, use of secondary containment methods, and where possible storage of chemicals or fuels off-site;<br>• Measures to ensure against the entrapment of wildlife (particularly badgers and other small mammals) within excavations or open pipework;<br>• Timing of works to avoid or protect seasonally present IEFs (e.g. avoiding breeding bird season); and,<br>• Precautionary working methods including fingertip searches and supervised clearances of vegetation and other features (where determined to be necessary by the ECoW).<br>• Invasive Non-Native Species (INNS) management measures will be developed, as part of the CEMP, which would provide measures to ensure that no spread of INNS occurs within the Proposed Development or to areas outside the draft Order Limits.<br>• A Habitat Management and Monitoring Plan (HMMP) or a number of HMMP documents will be developed (informed by the proposed habitat creation and BNG requirements). The HMMP/s will include all habitats retained, enhanced or created within the Main Site and draft Order Limits. This will include further additional habitat management to be undertaken on land within the wider DCO and draft Order Limits that will be retained in agricultural cultivation or brought into optimal grassland management allowing for the provision of “skylark plots” or suitable habitats sufficient to provide compensation for loss of breeding habitat. | | | | | | | | | | | | | | | | | | | |

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| | | | | Land use and socio-economic effects | Transport and traffic | Air Quality | Noise and vibration | Landscape and visual effects | Ecology and biodiversity | Cultural heritage | Archaeology | Surface water and flood risk | Geology, soils and contaminated land | Materials and waste | Energy and climate change | Population and human health | Major accidents and disasters | | | | |
| C10 | Natural England Bat EPSML – Building Unit B2 | Monitored by Natural England | Pre-demolition of Building Unit B2 | | | | | | X | | | | | | | | | Licence agreement with Natural England | Delivered by the lead ecologist prior to demolition | N/A | |
| C11 | Natural England Bat EPSML – Trees (if required) | Monitored by Natural England | Pre-felling of trees with bat roosts | | | | | | X | | | | | | | | | Licence agreement with Natural England | Delivered by the lead ecologist prior to demolition | N/A | |
| C12 | Natural England Licence to disturb/close barn owl nesting place (if required) | Monitored by Natural England | Pre-demolition of Building Unit B2 | | | | | | X | | | | | | | | | Licence agreement with Natural England | Delivered by the lead ecologist prior to demolition | N/A | |
| C13 | Implementation of a Delivery, Servicing and HGV Management Strategy | N/A | Construction | | | **X** | | | | **X** | | | | | **X** | **X** | | DCO Requirement | Delivered by the principal contractor during the construction phase | Delivery, Servicing and HGV Management Strategy | |
| C14 | Construction working hours anticipated to be:<br>• 07:00 to 19:00 hours Mondays to Saturdays; and<br>• No routine working Sundays and Bank Holidays.<br>Normal working hours are subject to the exceptions set out below. If exceptional circumstances occur the relevant local planning authority and appropriate environmental health department will be advised and provided with appropriate method statements and risk assessments.<br>In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. Start up and close down activities will not include operation of plant or machinery giving rise to noise with the potential to disturb | Monitored through the CEMP | Construction | X | X | X | X | X | X | X | X | X | X | X | X | X | X | DCO Requirements | Delivered by the principal contractor during the construction phase | CEMP | |

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| | nearby residents or the arrival of any HGV at Site before 07:30 hours. | | | | | | | | | | | | | | | | | | | | |
| **Operation** | | | | | | | | | | | | | | | | | | | | | |
| O1 | A Framework Travel Plan includes measures such as a Travel Welcome Pack, which contains information about how to access key destinations by bus, contact details for local bus and taxi companies, walking and cycling maps, information about areas served by any local rail station and car sharing opportunities. | N/A | Operation | | | **X** | | | | | | | | | **X** | | | DCO Requirement | Delivered by the principal contractor/Applicant and Management Company during operation | Travel Plan | |
| O2 | In order to minimise operational phase rail emissions, the majority of trains accessing the DCO Site will be fully electric or bimodal electric/ diesel, using electricity where possible and Hydrogenated Vegetable Oil (HVO) in place of diesel | N/A | Operation | | | **X** | | | | | | | | | **X** | | | Securing mechanism will be defined in the ES version of the commitments register | Delivered by the Rail Operator during operation | N/A | |
| O3 | Implementation of the Landscape and Ecological Management Plan (LEMP) | Five-year establishment aftercare period and a post-construction monitoring programme | Operation | | | | | **X** | | | | | | | | | | DCO Requirement | Delivered by the contractor and Applicant/Management Company during operation | LEMP | |
| O4 | A mobility Hub within the Proposed Development, which will be located in close proximity to proposed new bus stops and offering a range of travel alternatives, Real Time Passenger Information and concomitant facilities. | N/A | Operation | | | | | | | | | | | | **X** | | | DCO Requirement | Delivered by the principal contractor/Applicant and Management Company during operation | SAMS | |
| O5 | A bus service aligned with shift times, reducing reliance on private cars. | N/A | Operation | | | | | | | | | | | | **X** | | | DCO Requirements | Delivered by the bus operator in consultation with the | SAMS<br>Travel Plan | |

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| | | | | | | | | | | | | | | | | | | | Applicant/Management Company during operation | | |
| O6 | A Sustainable Access and Movement Strategy (SAMS) that outlines how people can travel to, from, and within the DCO Site in a way that supports environmental, social, and economic sustainability. It will focus on promoting walking, cycling, public transport, and reducing car dependency. | N/A | Operation | | X | | | | | | | | | | | | | DCO Requirement | Delivered by the contractor/ Applicant and Management Company during operation | | |
| O7 | Delivery, Service and HGV Management Strategy | To manage the day-to-day operation of the Delivery, Servicing and HGV Management Strategy and monitor its performance, a Travel Plan Coordinator (TPC) will be appointed. Routing strategies may be adjusted based on feedback and performance metrics when considered necessary following discussion with the Local Highways Authorities | Operation | | X | X | | | | | | | | | | | | DCO Requirement | Delivered by the Management Company during operation | | |
| O8 | As part of the surface water drainage strategy, a level of treatment will be provided to surface | N/A | Operation | | | | | | | | | X | | | | | | DCO Requirement | Delivered by the Management | Sustainable Drainage | |

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| | | | | Land use and socio-economic effects | Transport and traffic | Air Quality | Noise and vibration | Landscape and visual effects | Ecology and biodiversity | Cultural heritage | Archaeology | Surface water and flood risk | Geology, soils and contaminated land | Materials and waste | Energy and climate change | Population and human health | Major accidents and disasters | | | | |
| | water prior to discharge from the DCO Site. A maintenance schedule for the proposed SuDS measures will be prepared such that the effectiveness of the proposed stages of water quality treatment remains for the lifetime of the Proposed Development. This embedded mitigation is applicable to potential effects on both surface water quality and groundwater quality as a result of the drainage of the Proposed Development.<br><br>Where practicable, the Proposed Development will include appropriate water-saving devices such as rainwater harvesting tanks and be designed to maximise water efficiency, for example through low water use sanitary appliances and optimising hot water use in appropriate locations. | | | | | | | | | | | | | | | | | | Company during the operation phase | Strategy | |
| O9 | Submission of details of fixed plant to be submitted to local planning authority for approval once full details are known, including assessment of sound emission | N/A | Operation – prior to installation | | | | **X** | | | | | | | | | | | DCO Requirement | Delivered by the occupiers during the operation phase | | |