UK Onshore Scheme

Environmental Statement

Volume 2 Document ES-2-B.12

Chapter 16

Register of Mitigation (Proposed Underground DC Cable)

VKL-08-39-G500-009

August 2017

Co-financed by the European Union
Connecting Europe Facility

Environmental Statement Volume 2			
ES Reference	**Chapter**	**Chapter Title**	
ES-2-A.01	Ch01	Introduction	
ES-2-A.02	Ch02	Development of the UK Onshore Scheme	
ES-2-A.03	Ch03	The UK Onshore Scheme	
ES-2-A.04	Ch04	Environmental Impact Assessment Methods	
ES-2-B.01	Ch05	The Proposed DC Underground DC Cable	
ES-2-B.02	Ch06	Intertidal Zone	
ES-2-B.03	Ch07	Geology & Hydrogeology	
ES-2-B.04	Ch08	Water Resources & Hydrology	
ES-2-B.05	Ch09	Agriculture & Soils	
ES-2-B.06	Ch10	Ecology	
ES-2-B.07	Ch11	Landscape & Visual Amenity	
ES-2-B.08	Ch12	Archaeology & Cultural Heritage	
ES-2-B.09	Ch13	Socio-economics & Tourism	
ES-2-B.10	Ch14	Traffic & Transport	
ES-2-B.11	Ch15	Noise & Vibration	
ES-2-B.12	**Ch16**	**Register of Mitigation**	
ES-2-C.01	Ch17	The Proposed Converter Station	
ES-2-C.02	Ch18	Geology & Hydrogeology	
ES-2-C.03	Ch19	Water Resources & Hydrology	
ES-2-C.04	Ch20	Agriculture & Soils	
ES-2-C.05	Ch21	Ecology	
ES-2-C.06	Ch22	Landscape & Visual Amenity	
ES-2-C.07	Ch23	Archaeology & Cultural Heritage	
ES-2-C.08	Ch24	Socio-economics & Tourism	
ES-2-C.09	Ch25	Traffic & Transport	
ES-2-C.10	Ch26	Noise & Vibration	
ES-2-C.11	Ch27	Register of Mitigation	
ES-2-D.01	Ch28	Cumulative Effects	
ES-2-D.02	Ch29	Summary of Assessment & Conclusions	

Contents

List of Tables

Glossary & Abbreviations

Glossary of Terms	
Term	**Meaning**
AC electricity transmission	Electric power transmission in which the voltage varies in a sinusoidal fashion. This is the most common form of electricity transmission and distribution.
base scheme design	The design of the UK Onshore Scheme for the purposes of the planning application.
connection point	The existing Bicker Fen 400 kV Substation; the point on the National Electricity Transmission System (NETS) where Viking Link connects.
the Contractor	Party or parties responsible for the detailed design and construction UK Onshore Scheme.
converter station	Facility containing specialist equipment (some indoors and some potentially outdoors) for the purposes of converting electricity from AC to DC or DC to AC.
DC electricity transmission	Electric power transmission in which the voltage is continuous. This is most commonly used for long distance point to point transmission.
detailed scheme design	The design of the Scheme developed by the Contractor within the Limits of Deviation (AC and DC cables) and Rochdale Envelope (converter station).
landfall	The area between Mean Low Water Springs and Mean High Water Springs where the Onshore and Offshore Schemes meet.
Limits of Deviation	These define the maximum extents of the corridor for which planning permission is sought and within which proposed DC and AC cable routes may be installed.
the Project	Viking Link, from the connection point at Revsing Substation in Denmark to the connection Bicker Fen Substation in Great Britain).
Rochdale Envelope	This defines the parameters of the proposed converter station for which planning permission is sought including its location, layout and dimensions.
the Scheme	UK Onshore Scheme from MLWS to the connection point comprising underground AC and DC cables, converter station and access road.
Transition Joint Pit	Buried concrete pit where onshore and submarine cables are physically jointed together.

List of Abbreviations	
Abbreviation	**Meaning**
AES	Agri-Environment Scheme
AEZ	Archaeological Exclusion Zones
AIL	Abnormal Indivisible Load

List of Abbreviations	
Abbreviation	**Meaning**
ALC	Agricultural Land Classification
BBC	Boston Borough Council
BPM	Best Practicable Means
CDM	Construction, Design and Management
CEMP	Construction Environmental Management Plan
CIfA	Chartered Institute for Archaeologists
CMS	Construction Method Statement
COSHH	Control of Substances Hazardous to Health
CPH&SP	Construction Phase Health and Safety Plan
CPP	Construction Phase Plan
CTMP	Construction Traffic Management Plan
DC	Direct Current
EA	Environment Agency
EcCOW	Ecological Clerk of Works
EHLS	Entry plus Higher Level Stewardship Scheme
EIA	Environmental Impact Assessment
ELDC	East Lindsey District Council
ELS	Entry Level Stewardship Scheme
ES	Environmental Statement
ESRP	Emergency Spill Response Plan
GCN	Great Crested Newts
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
IDB	Internal Drainage Board
IMO	International Maritime Organisation
km	kilometre
LCC	Lincolnshire County Council
LGP	Low Ground Pressure
LLFA	Lead Local Flood Authority
LoD	Limit of Deviation
LPA	Local Planning Authority
LWT	Lincolnshire Wildlife Trust
MAFF	Ministry of Agriculture, Fisheries and Food

List of Abbreviations	
Abbreviation	**Meaning**
MARPOL	International Convention for the Prevention of Pollution from Ships
MoD	Ministry of Defence
MSA	Mineral Safeguarding Area
NE	Natural England
NGVL	National Grid Viking Link Limited
NKDC	North Kesteven District Council
NRSWA	New Roads and Street Works Act
m	metre
m^3	Cubic metres
PPG	Pollution Prevention Guidance
PRoW	Public Right of Way
RAM	Reasonable Avoidance Measure
RAMS	Risk Assessment and Method Statements
SHDC	South Holland District Council
SHSP	Soil Handling and Storage Protocol
SPA	Special Protection Area
SPZ	Source Protection Zone
SuDS	Sustainable Drainage System
TCA	Temporary Construction Areas
TCC	Temporary Construction Compound
TCF	Temporary Construction Facilities
TJP	Transition Joint Pit
UXO	Unexploded Ordnance
WAC	Waste Acceptance Criteria
WSI	Written Scheme of Investigation
ZoI	Zone of Influence

1 Introduction

1.1 Introduction

1.1.1 This chapter sets out in once place all of the measures proposed to mitigate the potential environmental impacts of construction and operation of the proposed Direct Current (DC) cable route.

1.2 Approach to Mitigation

1.2.1 As set out in chapter 4 of the Environmental Statement (ES) a standard hierarchal approach to the development of mitigation measures has been followed with the aim of 'designing out' adverse effects as much as possible (avoiding, preventing or reducing adverse effects) as well as seeking opportunities to maximise or enhance beneficial effects. The Environmental Impact Assessment (EIA) has been undertaken in parallel with the development of the UK Onshore Scheme providing opportunities to incorporate mitigation measures into its design or how it will be constructed.

1.2.2 The following approach has been used for developing and categorising mitigation:

- Design Measures: These are measures embedded in the base scheme design or which inform/constrain the Contractor's detailed scheme design.
- Construction Measures: These are measures incorporated into how the Scheme will be constructed by the Contractor.
- Other Measures: These are other measures which have been identified which are neither design nor construction mitigation and will require to be implemented.
- Compensation Measures: These are measures to be implemented in the event that an effect cannot be mitigated.

1.3 Purpose of the Register of Mitigation

1.3.1 The following sections identify all of the mitigation measures identified in the specialist assessment chapters (6 to 15). The purpose of the Register of Mitigation is to set out in one place all of the measures which have been embedded within the design of the Scheme and how it will be constructed such that they can be easily transposed into the relevant construction management plans. For ease mitigation measures have been given a unique reference based on the specialist topic to which they relate. The Register also sets out how mitigation will be delivered for example if it is embedded in the Scheme design or construction. It should be noted that for some topics common mitigation measures have been identified for example pollution prevention measures may apply to water and groundwater resources as well as ecology; for completeness these have been repeated for each specialist topic.

2 Intertidal Zone

Table 16.1 Register of Mitigation (Intertidal Zone)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Design	DC Underground Cable	INT01	The Transition Joint Pit (TJP), to join the offshore and onshore components together will be located on the landward side of the existing sea defences, with the cable installed underneath the sea defences using trenchless installation techniques to protect the integrity of the defences.	Embedded within the design of the proposed DC cable route.
Design	DC Underground Cable	INT02	The detailed design will avoid the deposition of cable protection material within the intertidal area.	Embedded within the design of the proposed DC cable route.
Design	DC Underground Cable	INT03	The installation of the DC and fibre optic cables through the intertidal zone will be through trenchless techniques (Horizontal Directional Drilling (HDD) or similar).	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	INT04	A Construction Environmental Management Plan (CEMP) including an Emergency Spill Response Plan (ESRP) will be developed and implemented for the installation phase.	A detailed CEMP including ESRP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	INT05	During trenchless works in the intertidal zone, the following measures will be taken: · Drilling fluid use will be monitored at the surface to ensure that	Good construction practice embedded within how the Scheme will be constructed.

Table 16.1 Register of Mitigation (Intertidal Zone)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			there is no significant release into the marine and intertidal environment. · The drilling fluid and cuttings will be transported to an appropriate licensed waste disposal site. Only licensed waste carriers will be used for transportation of any drilling fluids. · Drilling fluid breakouts that may occur in the intertidal zone will be contained within a small bunded pit. The drilling fluid/mud will then be pumped back to the holding tank or collected by vacuum tanker and transported to an appropriate terrestrial licensed waste disposal site. · Filled sandbags will be on site to help contain breakouts/spills.	
Construction	DC Underground Cable	INT06	Final depths of ducts installed via trenchless techniques within the intertidal zone will be determined following detailed site investigation and in close liaison with the Environment Agency (EA).	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	INT07	Deployment of anchors/anchor chains on the seabed will be kept to a minimum in order to reduce disturbance to the seabed.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT08	Material removed/cast aside during the excavation of the exit pits and cable trenches in the intertidal zone will be backfilled.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT09	The Project will liaise closely with EA prior to commencement of installation activities at the landfall to communicate the timing of works.	Good construction practice embedded within how the Scheme will be constructed.

Table 16.1 Register of Mitigation (Intertidal Zone)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	INT10	Project vessels will be equipped with waste disposal facilities (sewage treatment or waste storage) to International Maritime Organisation (IMO) International Convention for the Prevention of Pollution from Ships (MARPOL) Annex IV Prevention of Pollution from Ships standards.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT11	Ballast water discharges from Project vessels will be managed under the International Convention for the Control and Management of Ships' Ballast Water and Sediments standard.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT12	Construction vehicle movement on beaches will be kept to a minimum.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT13	The Project will adopt an avoidance strategy for the geophysical anomalies interpreted as A2 anomalies – uncertain origin of possible archaeological interest (A2s). Further work may be necessary to ascertain the precise nature and archaeological potential of individual features should avoidance prove unfeasible, with the potential need to establish Archaeological Exclusion Zones (AEZs).	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT14	A formal programme of archaeological monitoring in the form of a watching brief will be conducted in the inter-tidal zone during intrusive ground works with attendance by a suitably qualified archaeologist or geoarchaeologist. Watching brief activities will be conducted in accordance with the standards outlined in the Chartered Institute for Archaeologists (CIfA) Standard Guidance for an archaeological watching brief and the Model Clauses for Archaeological Written	Good construction practice embedded within how the Scheme will be constructed.

Table 16.1 Register of Mitigation (Intertidal Zone)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			Schemes of Investigation. The watching brief programme requirements will be set out in a scheme-specific Written Scheme of Investigation (WSI) and method statement.	
Construction	DC Underground Cable	INT15	A specific WSI will be prepared in consultation with Historic England. This will set out when, how and why archaeological mitigation measures recommended are to be implemented and will be prepared in line with the Model Clauses for Archaeological Written Schemes of Investigation.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	INT16	A Protocol for Archaeological Discoveries will be implemented for the Project. This will detail the reporting and recording protocols (including consultation with appropriate stakeholders) to be followed during construction for unexpected or incidental finds relating to the historic environment. Where construction activity encounters a find that is considered to indicate the presence of a site of archaeological interest, a temporary AEZ may be implemented until more data is available.	Good construction practice embedded within how the Scheme will be constructed.

3 Geology & Hydrogeology

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Design	DC Underground Cable	GEO01	The detailed design of the proposed DC cable route will be subject to further ground investigation to determine: · the exact route, · the depth of proposed crossings, · the extent of excavation support required (if necessary), and · the level of dewatering necessary.	Embedded within the design of the proposed DC cable route.
Design	DC Underground Cable	GEO02	Pre-construction surveys to identify land drains will be carried out to inform the detailed design, which will seek to avoid or re-instate any land drains affected.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	GEO03	A CEMP will be developed that will contain measures to ensure compliance with relevant standards and legislation.	A detailed CEMP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	GEO04	Measures contained within the CEMP will include measures to limit the potential for dispersal and accidental releases of potential contaminants, soil derived dusts and uncontrolled run-off to occur during construction. Measures may include: · Details of how material is to be excavated and stockpiled to minimise	Good construction practice embedded within how the Scheme will be constructed.

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			the potential for run-off, soil degradation or wind dispersal of dusts. · The covering of long-term stockpiles with sheeting, or the binding of the surface through temporary grass seeding, together with dampening procedures during dry weather. · The setting out of soil storage and handling areas prior to construction commencing.	
Construction	DC Underground Cable	GEO05	The CEMP and the Contractor's Risk Assessment and Method Statements (RAMS) will also include measures required to ensure that the extent and impact of any such releases are contained and ultimately remediated in the event of uncontrolled releases occurring.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO06	A Pollution Response Plan will be in place prior to the commencement of construction works. The plan will outline key pollution mitigation measures to be adopted including a Control of Substances Hazardous to Health (COSHH)/fuel inventory and key contacts to be notified in the event of a significant pollution incident, which may subsequently lead to the contamination of controlled waters or soils. All bulk fuel and COSHH items will be stored in accordance with the relevant EA Pollution Prevention Guidance notes (withdrawn but widely considered good practice) and storage regulations. Tanks and dispensing pumps will be locked when not in use to prevent unauthorised access.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO07	Any hazardous materials will be stored in designated locations with specific measures to prevent leakage and the release of their contents. This will include a requirement to position storage areas at least 10 m away from surface water features/drains and take into consideration the positions of	Good construction practice embedded within how the Scheme will be constructed.

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			groundwater abstraction wells), on an impermeable base with an impermeable bund that has no outflow and is of adequate capacity to contain at least 110 % of the contents. Valves and trigger guns will be protected from vandalism and kept locked when not in use.	
Construction	DC Underground Cable	GEO08	Only well maintained plant will be used during construction to minimise the potential for accidental pollution from leaking machinery or damaged equipment. Static machinery and plant are expected to be stored in hard standing areas when not in use and, where necessary, to make use of drip trays beneath oil tanks/engines/gearboxes/hydraulics. Spill response kits containing equipment that is appropriate to the types and quantities of materials being used and stored during construction will be maintained on site for the duration of the works.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO09	The CEMP will include procedures for dealing with unexpected soil or groundwater contamination that may be encountered. This will typically require affected works to stop to enable appropriate people to be notified, and further characterisation and risk assessment to be undertaken, before remediation or mitigation proposals are agreed with all required stakeholders.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO10	**Excavated Materials Management** Prior to construction, a strategy will be prepared (as part of detailed design), which will set out how the earthworks stage of the construction phase will be undertaken. Where necessary the strategy will consider what excavated materials can be reused, or are required within the development of the proposed DC cable route, and what materials are surplus and require either disposal or onward management to ensure appropriate re-use. The strategy will also define whether any	Good construction practice embedded within how the Scheme will be constructed.

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			geotechnical improvement may be required, prior to re-use or disposal.	
Construction	DC Underground Cable	GEO11	To minimise the effects on soil resources during any earthworks, high standards of soil handling and management will be employed with a view to minimising where possible the double handling of soils and the extent to which exposed soils will be left vulnerable to erosional processes. These details will be included within a Soil Handling and Storage Protocol (SHSP).	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO12	The re-use of excavated materials during construction will be governed by either a Materials Management Plan developed in accordance with the CL:AIRE Definition of Waste: Development Industry Code of Practice, an environmental permit or a relevant exemption. The CL:AIRE Code of Practice is a voluntary framework for excavated materials management and re-use. Following this framework results in a level of information being generated that is sufficient to demonstrate to any regulator that excavated material has been re-used appropriately and is suitable for its intended use. It demonstrates that waste material has not been used in the development. The Materials Management Plan details the procedures and measures that will be taken to classify, track, store, reuse and dispose of all excavated materials that will be encountered during the development works.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO13	The disposal of soil waste, contaminated or otherwise to landfill sites will be best mitigated by minimisation of the overall quantities of waste generated during construction, and by ensuring that excavated material consigned to landfill cannot, as an alternative, be put to use either on site or on other sites.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	GEO14	Where there is a requirement to dispose of surplus excavated materials off site as waste, the material will be characterised to determine firstly whether it	Good construction practice embedded within

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		is Hazardous or Non-Hazardous waste in accordance with the EA's Technical Guidance WM3 and then once this is established, the appropriate disposal facility will be determined through Waste Acceptance Criteria (WAC) analysis, as required.	how the Scheme will be constructed.
Construction	DC Underground Cable	GEO15	**Groundwater and Dewatering** Where the volume of groundwater requiring dewatering exceeds 20 cubic metres a day (m^3/day) then an abstraction permit will be obtained from the EA. Consents will also be obtained where discharging to watercourses including Internal Drainage Board (IDB) managed water courses or public sewer.	The Contractor will obtain the relevant secondary consents.
Construction	DC Underground Cable	GEO16	The adopted dewatering techniques will be appropriate to the type of excavation and hydrogeological conditions. The hydraulic conductivity of the ground within each excavation or trench section will be considered to establish the required abstraction volume to achieve the necessary drawdown of groundwater levels. The type of dewatering undertaken may include the use of cut off walls, sump dewatering and potentially well point dewatering with some provision for attenuation capacity to allow for water treatment and/or settlement prior to final discharge.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO17	The inclusion of attenuating capacity for dewatering will ensure that discharge rates are controlled and will effectively mitigate against the capacity of the receiving surface water environment being exceeded.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	GEO18	Further detailed hydrogeological assessment will be undertaken to design temporary works and dewatering particularly in areas identified as having a potential shallow groundwater table, highly permeability deposits or where	Further assessment to be undertaken to inform detailed design.

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			dewatering is required and there are groundwater abstractions located nearby (as determined by the desk study). Examples include: the buried channels confirmed by the ground investigation in Route Section 3; areas and known groundwater abstractions across the Lincolnshire Wolds in Route Section 2; and localised areas of river and Glaciofluvial Deposits in Route Sections 3 and 4. Further hydrogeological assessment may include targeted ground investigation and permeability testing, groundwater level monitoring, or pumping tests whereby water from a test well is pumped at a controlled rate whilst the flow rate from the well, and the drawdown in an array of observation wells at varying distances from the test well, is observed. The information from these tests will be used to construct a hydrogeological model to predict the potential transmissivity and drawdown effects of dewatering.	
Construction	DC Underground Cable	GEO19	Routeing within the Limit of Deviation (LoD) will seek to be at least 50 m away from any groundwater abstractions. During dewatering operations and where abstractions are identified that could be impacted upon, a monitoring programme will be implemented during the cable installation and dewatering to monitor actual impact on the water level in the surrounding area. Monitoring will also identify whether there is a potential for temporary derogation of the well supply at any given abstraction point and the possible need for the provision of an alternative supply to affected parties.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	GEO20	Due to the requirement to protect controlled waters (groundwater and surface water), further risk assessments will be undertaken at all trenchless crossing locations to ensure that the ground model is understood and	Good construction practice embedded within how the Scheme will be

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		potential risks quantified prior to construction. Detailed design will seek to control the potential for ground or surface water contamination to occur, for example, through specifying vertical alignments that minimise the potential for "break out" of drilling fluids, or other fluids used in construction, therefore reducing potential impacts on ground and surface water quality. This is particularly relevant where designing works within granular materials, e.g. around the River Witham or in particularly sensitive groundwater environments.	constructed.
Construction	DC Underground Cable	GEO21	**Land Drains** Temporary drainage will be installed to maintain the integrity of the existing land drainage systems and to manage drainage and ground conditions during construction. Drainage will be re-instated post construction. This mitigation applies across all route sections where a moderate adverse significance of impact was identified.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO22	**Unexploded Ordnance (UXO)** Detailed UXO desk study and risk assessment will be undertaken prior to construction. Where a potential UXO hazard is identified by this detailed assessment, a UXO Risk Mitigation Management Plan will be provided summarising the mitigation measures and common working practices required in accordance with good practice and Health and Safety legislation. The assessment will also define the need for on-site UXO clearance to take place in the high risk area defined in Route Section 3.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	GEO23	**Route Section 1 Proposed Landfall to Well High Lane** Further detailed hydrogeological modelling will be undertaken around the	Further assessment to be undertaken to inform

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		shallow groundwater abstraction that lies adjacent to the LoD, which will allow the potential impact on this abstraction well to be evaluated further in line with the dewatering strategy for Route Section 1. This will determine the extent of groundwater monitoring required during construction and whether an alternative water supply needs to be provided temporarily.	detailed design.
Construction	DC Underground Cable	GEO24	Within this route section, construction work will avoid interacting with the Chalk aquifer which is confined by up to 20 m of superficial predominantly Till (Boulder Clay).	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	GEO25	**Route Section 2 Well High Lane to A16 (Keal Road)** Further detailed hydrogeological modelling will be undertaken as part of the detailed design stage for this section of the proposed DC cable route due to the potential impact on the Principal aquifer and Source Protection Zone (SPZ) Zone 3 that the route passes through. The additional modelling will allow the significance of potential dewatering activities to be quantified, which will inform the dewatering strategy in this location so that impact on water levels is minimised and/or controlled. This further assessment will also define the extent of any groundwater monitoring programme required during the construction phase.	Further assessment to be undertaken to inform detailed design.
Construction	DC Underground Cable	GEO26	**Route Section 3 A16 (Keal Road) to River Witham** A high risk of UXO potential has been identified in the eastern extent of Route Section 3 associated with a former military airfield (RAF East Kirkby). Further detailed risk assessment will be undertaken prior to construction, and any measures in the UXO Risk Mitigation Management Plan will be followed.	Good construction practice embedded within how the Scheme will be constructed.

Table 16.2 Register of Mitigation (Geology & Hydrogeology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			The additional assessment will also define the need for UXO clearance to be undertaken prior to construction.	
Construction	DC Underground Cable	GEO27	Within this route section, the LoD pass close to the southern margins of a Mineral Safeguarding Area (MSA). The proposed DC cable route will be positioned within the proposed LoD so as to avoid the MSA.	Embedded within the design of the proposed DC cable route.

4 Water Resources & Hydrology

Table 16.3 Register of Mitigation (Water Resources & Hydrology)

Mitigation	Project Component	Reference	Description of Mitigation Measure	How Measure will be secured
Design	DC Underground Cable	WAT01	Cable trenching and construction site access road widening across surface water courses will be designed to ensure that the water quality and flow rates are unaffected either directly or indirectly.	Embedded within the design of the proposed DC cable route.
Design	DC Underground Cable	WAT02	The cable route corridor and the construction site access roads will be designed to minimise land take and to avoid, where possible, impacts on existing drainage networks and features.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	WAT03	A Construction Method Statement (CMS) will be submitted for approval by the responsible authority prior to the commencement of construction works.	A detailed CMS will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	WAT04	All construction work will be undertaken in accordance with a CEMP, and good practice guidance including, but not limited to: · EA, Pollution Prevention Guidance Note 6 (PPG6): Pollution Prevention Guidelines – Working at Construction and Demolition Sites (EA, 2012); · EA, Pollution Prevention Guidance Note 5 (PPG5):– Working in, near or liable to affect watercourses (EA, 2007); · Control of Water Pollution from Construction Sites – Guidance for	Good construction practice embedded within how the Scheme will be constructed.

Table 16.3 Register of Mitigation (Water Resources & Hydrology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			Consultants and Contractors CIRIA (C650); and · CIRIA – Sustainable Drainage System (SuDS) Manual (CIRIA, 2015).	
Construction	DC Underground Cable	WAT05	The landfall and coastal features (flood defences) will be crossed utilising a trenchless technique which will not directly impact on flood defences and therefore will not affect flood risk.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	WAT06	The trenchless technique excavation on the landward site will be undertaken during low tide, with the works sealed before the next high tide. The structure will be designed in consultation with the regulators (including the Lead Local Flood Authority (LLFA), IDB's and EA).	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	WAT07	Following installation of the ducts they will be sealed with an appropriate water proofing material to maintain the integrity of the sea defences and to mitigate flood risk. The ducts will always be capped to prevent sea water passing through them at high tide. The only exception will be when the cables are being pulled into the ducts and the caps must be removed.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	WAT08	Where the proposed DC cable route crosses land drains and smaller watercourse crossings, the temporary construction site access road will be installed over a pre-installed culvert of suitable size to accommodate the water volumes and flows necessary or a temporary bridge will be installed through agreement with the landowner, LLFA, relevant IDB or EA. The construction site access road will be removed at the end of the construction programme. Where the construction site access road crosses existing underground services the use of temporary metal roadway sections or other suitable measures may be employed to distribute heavy loads and protect	Crossing methods and designs will be agreed with the relevant authorities prior to the start of construction.

Table 16.3 Register of Mitigation (Water Resources & Hydrology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			the underlying services.	
Construction	DC Underground Cable	WAT09	Temporary drainage mitigation techniques including, but not limited to, run-off interceptor channels will be installed prior to the construction of any compounds used for trenchless techniques, ensuring discharge from the Scheme are controlled in quality and volume.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT10	Surface water flowing into the trenches during the construction period will be pumped via settling tanks or ponds to remove sediment and potential contaminants, before being discharged into local ditches or drains (if possible) via temporary interceptor drains.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT11	All construction compounds will be bunded or otherwise protected/isolated in order for any increase in turbid surface water runoff to be mitigated. The construction works will be undertaken in accordance with a methodology for the crossing of watercourses agreed with the EA, LLFA and IDB's.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT12	Where gradients on site are significant, cable trenches can include a hydraulic brake (such as bentonite or natural clay seals) to reduce flow along trenches and hence reduce local erosion.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT13	Any field drainage intercepted during the cable installation will either be reinstated following the installation of the cable or diverted to a secondary channel. Any works undertaken will be in agreement with the appropriate stakeholders.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	WAT14	Individual flood defence and watercourse crossing engineering techniques will be agreed with the relevant stakeholders prior to works commencing. In the case of the construction site access crossings, existing field accesses,	Crossing methods and designs will be agreed with the relevant

Table 16.3 Register of Mitigation (Water Resources & Hydrology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		tracks and roads will be used where appropriate with new temporary crossings over water courses provided where necessary. However, where accesses are not robust enough for construction traffic, the construction site access crossings will be upgraded or widened, with details to be supplied to relevant stakeholders prior to works commencing under appropriate consenting regimes. Construction site access roads may require widening up to 5 m to accommodate machinery.	authorities prior to the start of construction.
Construction	DC Underground Cable	WAT15	**Pollution Prevention Measures** Refuelling of machinery will be undertaken within designated areas where spillages can be easily contained. Machinery will be routinely checked to ensure it is in good working condition and operating correctly.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT16	Any tanks and associated pipe work containing oils and fuels will be double skinned and be provided with intermediate leak detection equipment.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	WAT17	The following specific mitigation measures for the protection of surface water during construction activities will be implemented: · Management of construction works to comply with the necessary standards and consent conditions as identified by the EA; · A briefing highlighting the importance of water quality, the location of watercourses and pollution prevention included within the site induction; · Areas with prevalent run-off to be identified and drainage actively managed, e.g. through bunding and/or temporary drainage;	Good construction practice embedded within how the Scheme will be constructed.

Table 16.3 Register of Mitigation (Water Resources & Hydrology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· Areas at risk of spillage, such as vehicle maintenance areas and hazardous substance stores (including fuel, oils and chemicals) to be bunded and carefully sited to minimise the risk of hazardous substances entering the drainage system or the local watercourses. · Additionally the bunded areas will have impermeable bases to limit the potential for migration of contaminants into groundwater following any leakage/spillage. Bunds used to store fuel, oil etc. to have a 110% capacity; · Disturbance to areas close to watercourses reduced to the minimum necessary for the work; · Excavated material to be placed in such a way as to avoid any disturbance of areas near to the banks of watercourses and any spillage into the watercourses; and · All plant machinery and vehicles to be maintained in a good condition to reduce the risk of fuel leaks.	
Construction	DC Underground Cable	WAT18	· Consultation with the EA to be ongoing throughout the construction period to promote best practice and to implement proposed mitigation measures. · Prevent surface water being affected during earthwork operations. No discharge to surface watercourses will occur without permission from the EA; · Drainage works to be constructed to relevant statutory guidance and approved via the LLFA prior to the commencement of construction; · Wheel washers and dust suppression measures to be used as	Good construction practice embedded within how the Scheme will be constructed.

Table 16.3 Register of Mitigation (Water Resources & Hydrology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			appropriate to prevent the migration of pollutants; and · Regular cleaning of roads of any construction waste and dirt to be carried out.	
Construction	DC Underground Cable	WAT19	Mitigation measures associated with trenchless and open cut crossing techniques vary according to the size of the watercourse. Within Route Section 1 of the proposed DC cable route trenchless and open cut techniques will be used.	Good construction practice embedded within how the Scheme will be constructed.
Operation	DC Underground Cable	WAT20	Operational or repair practices to incorporate measures to prevent pollution and increased flood risk, will include, but not be limited to, the provision of emergency spill response procedures and the clean up and remediation of contaminated water run-off.	Good construction practice embedded within how the Scheme will be maintained.

5 Agriculture & Soils

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Design	DC Underground Cable	AGR01	Detailed design will route the DC cable alignment along field boundaries and field margins where possible, to minimise land severance.	Embedded within the design of the proposed DC cable route.
Construction	DC Underground Cable	AGR02	Good practice soil storage, handling and reinstatement methods will be used as standard for all construction operations to minimise damage to, and loss of, soil resources; and ensure that agricultural land is restored to the same quality (Agricultural Land Classification (ALC) grade) as prior to construction and to a level where Agri-Environment Scheme (AES) eligibility is reinstated. These measures are set out in the outline SHSP, based upon guidance such as Defra's Construction Code of Practice and Ministry of Agriculture, Fisheries and Food (MAFF) Good Practice Guide for Handling Soils.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	AGR03	Measures included within the SHSP will include, but not be limited to: · Limiting the number of machine movements within the working width to minimise compaction and damage to soil structure; · Avoiding or limiting construction after periods of heavy rainfall or during periods when soils are waterlogged to minimise compaction and damage to soil structure; · The establishment of grassland, through seeding areas with bare soil surface once construction is complete to maintain soil structure and	Good construction practice embedded within how the Scheme will be constructed.

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			prevent soil loss through erosion. For arable land, areas of bare soil should be seeded with grass or a green manure crop. For pasture land, areas of bare soil should be seeded with grass crop. This will be informed through ongoing discussion between National Grid Viking Link Ltd (NGVL) and landowners/tenant farmers; · Ensuring the separate handling and storage of topsoils and subsoils (and distinct sub-horizons therein). Soil removed/excavated is stored near to its original location so it can be replaced/reinstated in a similar location; and. · The reduction of soil compaction through the use of Low Ground Pressure (LGP) tracked or wheeled tyres to spread the weight of vehicles, limiting the height of soil stockpile mounds, restricting construction traffic to specific areas on the construction working width and tilling the area afterwards using recognised practices and equipment to remove any compaction; and · Seeding of soil stockpiles if soil resources are stored for longer than six months to prevent irreversible damage to soil resource quality through factors such as erosion, and enable effective and quick restoration.	
Construction	DC Underground Cable	AGR04	The damage to soil resource will be further minimised through the use of carefully designed haul roads to mitigate soil compaction, the installation of land drainage to intercept and divert clean water away from the working area; and managing the restored soils sympathetically.	Embedded within the design of the proposed DC cable route.
Construction	DC	AGR05	As an absolute minimum, the 0.9 m minimum depth of cover will be achieved	Embedded within the

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Underground Cable		over the cable infrastructure.	design of the proposed DC cable route.
Construction	DC Underground Cable	AGR06	The reinstated topsoil over the DC cable route will be cultivated using agricultural equipment and a crop established at the earliest opportunity. The early cropping of the restored land will assist with the recovery of the soil structure through crop rooting whilst also minimising the risk of erosion.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	AGR07	The SHSP will also set out good practice measures to minimise the potential transfer of disease and pathogens, following Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. This embedded mitigation will include, but not be limited to: · Avoiding soil movement from one farm to another via heavy plant movement as far as is practicable in normal working operations, with additional tailored mitigation such as disinfectant spraying being employed should specific pathogens or diseases and excavated soils are replaced *in situ* be identified (e.g. Foot and Mouth); and · Continued management of the displaced soil (soil storage mounds) with suitable ongoing weed management programme in both the top- and sub-soil so as to avoid the increased growth of weeds (e.g. black grass, thistles, ragwort) following soil replacement. Note that, where applicable, the use of herbicide will be tailored to ensure that the certification of organic land is not adversely affected.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	AGR08	Prior to construction, Defra's Animal and Plant Health Agency should be consulted on the presence of animal burial pits, disease controls in place and the presence of notifiable plant disease.	Good construction practice embedded within how the Scheme will be

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
				constructed.
Construction	DC Underground Cable	AGR09	To ensure organically managed land (as identified by land parcels currently enrolled in an organic Entry Level Stewardship Scheme (ELS) or Organic Entry plus Higher Level Stewardship Scheme (EHLS)) retain organic status following construction, it is essential to implement mitigation beyond standard measures. These measures will be detailed in the SHSP. This embedded mitigation will include, but not be limited to: · Avoiding soil movement from one farm to another (e.g. via heavy plant movement and soil replacement, as described above). · Continued management of the displaced soil (soil storage mounds). The use of herbicide will be tailored to ensure that the certification of organic land is not affected.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	AGR10	Where possible cable installation will be undertaken in a phased manner so that the period of temporary storage of excavated soils in any given Section of the proposed DC cable route will not exceed 2 years; so as to minimise the storage impacts.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	AGR11	The soils identified within the Zone of Influence (ZoI) include three erosion prone soils (i.e. Andover 1, Cuckney 2 and Swaffam Prior soils) which are considered to be sensitive to damage and susceptible to loss. Therefore, additional bespoke mitigation is required to be tailored to the precise locations of these susceptible soils to ensure that they are protected from erosion. Bespoke mitigation measures could include, but not necessarily be limited to: · The use of specialist surface run-off control systems,	Good construction practice embedded within how the Scheme will be constructed.

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· The protection of stored soil from erosion using wind barriers, and · The protection of in-situ, bare soil from erosion using covers.	
Construction	DC Underground Cable	AGR12	Periodic stockpile inspections will be carried out along the DC cable route during construction activities to assess the condition of the stockpile, and identify the requirement for weed control and or erosion mitigation measures. This is discussed in further in detail in the Route Section specific sections and outlined in the SHSP.	Good construction practice embedded within how the Scheme will be constructed.
Construction	Route Section 1 Boygrift to Well High Lane	AGR13	Andover 1, an erosion prone soil, covers 3.2% of the proposed DC cable working width and 3.1% of the ZoI to the south of Route Section 1 and 3.2% of the Temporary Construction Compound (TCC) and Temporary Construction Areas (TCAs). Prior to construction activity detailed soil survey data collated will be interrogated to define the extent of these soils at the field level. Bespoke mitigation measures will likely include but not necessarily be limited to: · The use of specialist surface run-off control systems, · The protection of stored soil from erosion using wind barriers, and · The protection of in-situ, bare soil from erosion using covers.	Good construction practice embedded within how the Scheme will be constructed.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	AGR14	Andover 1, Cuckney 2 and Swaffam Prior soil erosions prone soils cover 69.7% of the proposed DC cable working width and 69.8% of the ZoI and 69.7% of the TCCs and TCAs within Route Section 2. Prior to construction activity detailed soil survey data collated will be interrogated to define the extent of these soils at the field level. Bespoke mitigation measures will likely include but not necessarily be limited to:	Good construction practice embedded within how the Scheme will be constructed.

Table 16.4 Register of Mitigation (Agriculture & Soils)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· The use of specialist surface run-off control systems, · The protection of stored soil from erosion using wind barriers, and · The protection of in-situ, bare soil from erosion using covers.	
Construction	Route Section 3 A16 (Keal Road) to River Witham	AGR15	One land parcel in Route Section 3 is currently enrolled in an organic AES. Bespoke mitigation measures at this location (and any other organically managed land) will likely include continued organic-specific management, such as the use of herbicide will be tailored to ensure that the certification of organic land is not affected.	Good construction practice embedded within how the Scheme will be constructed.

6 Ecology

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	ECO01	A range of measures to ensure legal compliance will be implemented for the duration of the construction phase, which will be delivered through the implementation of a CEMP. The measures relating to ecological features and which ensure compliance with relevant wildlife legislation and good practice are discussed below.	A detailed CEMP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	ECO02	The CEMP is the delivery document for all ecological mitigation; it describes measures applicable to all construction activities: · Pre-construction surveys will be carried out to ensure baseline data remains up to date; · An appropriately qualified Ecological Clerk of Works (EcCOW) will be appointed. The role of the EcCOW is set out in the CEMP and the appointed person(s) would be a member of the Chartered Institute of Ecology and Environmental Management or hold equivalent accreditation; · There will be a demarcation of the working areas (including storage areas and accesses), using appropriate fencing, to protect retained habitats and features; · Traps or wildlife exclusion fencing will be installed (and maintained), as required by protected species licences;	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· Clearance of trees, hedges, grassland and other habitats will take place under supervision and at the appropriate time of year, as appropriate to the site/species in question; and · There will be prompt reinstatement of habitats to their former condition, including any measures to enhance species diversity.	
Construction	DC Underground Cable	ECO03	The CEMP will include: · Procedures for designated sites affected by the Proposed Development; · General Method Statements for habitat protection; · Species-specific Method Statements, addressing protected and priority species; and · Provisions within the High Level Tree Assessment (including felling, pruning, pollarding, replacement tree and hedgerow planting, and use of protective fencing and root protection zones in accordance with BS5837:2012); and · The approach to post-construction monitoring relating to reinstatement and mitigation activity including triggers for and details of appropriate remedial action.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO04	Habitats impacted during construction will be reinstated in-situ to their former condition, where practicably possible. This will be delivered by the CEMP. Seed mixes for grassland replacement will be determined in consultation with the landowners to seek to replicate current conditions. Where non-statutory designated sites are affected, reinstatement will also be discussed and	Embedded within the design of the proposed DC cable route.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			agreed with Lincolnshire Wildlife Trust (LWT). Replacement hedgerow planting will follow the existing landscape pattern. Hedgerow planting will include five locally appropriate native species (40% hawthorn and 15% each of field maple, hazel, blackthorn and dog rose). Livestock fencing will be provided to safeguard planted specimens. Where 'Important' hedgerows are crossed, reinstatement planting will ensure that the species diversity of the hedgerow is maintained including the planting of additional species if required. Where open-cut crossings of watercourses/drains are undertaken, they will be backfilled and the natural channel form reinstated. It is intended that the banks will be allowed to re-colonise naturally, in agreement with stakeholders. If bank and soil stabilisation is required, this will be provided by the use of geotextile or coir matting. Management will be provided over a 5 year period to ensure reinstatement planting takes place and habitats establish as intended.	
Construction	DC Underground Cable	ECO05	**Pollution Prevention** The CEMP will include measures to ensure that site run-off and potential pollution events will be prevented from entering the surrounding drainage network in line with EA Pollution Prevention Guidance notes and a range of good practice working methods. This will be achieved through the use of bunds to catch and divert runoff, drip trays to prevent any oil and fuel spillages spreading and the avoidance of storage of any materials in close proximity. Windblown dust will be minimised by using wheel washing and damping down, while net fencing will catch windblown rubbish. To address the risk of singular accidental events, mitigation measures include provision	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			of spill kits and emergency response procedures. These measures will be effective upon commencement of construction.	
Construction	DC Underground Cable	ECO06	**Tree Protection** Appropriate tree protection measures will be implemented where required when works are in close proximity to woodland, hedgerows and trees and will be included in an Arboricultural Method Statement appended to the CEMP. These measures will accord with current standards (BS5837:2012 Trees in relation to design, demolition and construction – Recommendations). All tree and hedgerow works will comply with BS3998:2010 'Tree Work – Recommendations'. These measures will minimise incidental damage and disturbance to the habitats and the species they support.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO07	To restrict spread of tree pathogens, all equipment and machinery and vehicles used for tree, hedge and shrub removal will be cleaned, disinfected and used in accordance with current Forestry Commission biosecurity guidance and the EcCOW will advise on whether each working area requires 'red' or 'amber' level biosecurity precautions.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO08	**Reptile Legal Compliance** As there is the potential for reptiles to be present within some areas of the base scheme design, Reasonable Avoidance Measures (RAMs) will be implemented during site clearance works to ensure no killing or injury to individuals. RAMs will be delivered through the production of a Method Statement appended to the CEMP and will comprise staged vegetation removal. Initial strimming of vegetation to 300 mm followed by a later	Legal compliance.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			second cut to 150 mm and with both cuts proceeding in one direction will allow not only reptiles, but also amphibians and small mammals, such as hedgehog, to vacate the affected area. The areas will be left for a period of 24 hours (hrs) after the first and second cuts, after each of which the EcCOW will undertake a hand search to confirm the absence of reptiles. Following the second cut and hand search, vegetation will be strimmed to ground level, at which point full site clearance and levelling will then be undertaken. Any animals found during hand searching will be removed to alternative suitable habitat by the EcCOW. Site clearance affecting suitable reptile hibernation features (identified by the EcCOW) will avoid the hibernation period (November to early March inclusive).	
Construction	DC Underground Cable	ECO09	In order to prevent reptiles using subsoil and topsoil piles for refuge or hibernation, the surfaces of the piles will be tamped down and consolidated to ensure individuals cannot access them. In addition, stored materials which could be used for refuge or hibernation by reptiles will be stored off the ground on pallets to prevent their access.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO10	The measures put in place will also serve to prevent killing or injury to other fauna, in particular amphibians and hedgehogs. These RAMs can therefore provide a multiple function and be implemented for this wider range of fauna.	Legal compliance.
Construction	DC Underground Cable	ECO11	**Great Crested Newt (GCN) (and Amphibian) Legal Compliance** GCN traditional and eDNA surveys identified two waterbodies within the base scheme design and surrounding land with confirmed GCN presence; Ditch 3 in Route Section 1, where a positive eDNA result was obtained but no GCN were recorded during traditional surveys and Ditch 83 in Route	Legal compliance.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			Section 4 where one GCN was recorded during torch surveys. These watercourses are not crossed by the proposed DC cable route but do link with others which are crossed. Records for GCN were for Route Section 3 and Route Section 4 within 1 km of the proposed DC cable route base scheme design. Overall GCN are present at a very low density within the base scheme design.	
Construction	DC Underground Cable	ECO12	Due to the temporary nature of the potential impacts on GCN, the predominance of low quality habitats along the proposed DC cable route and trenchless crossings of the majority of watercourses it is probable that the risks of killing or injury of GCN are low. RAMs will be implemented during site clearance works to ensure no killing or injury to individuals and will follow the same method as set out in the Reptile Legal Compliance section above. Similarly, methods stated in the Reptile Legal Compliance section with respect to covering of trenches and storage of topsoil and subsoil piles and other materials will also apply to GCN.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO13	In addition clearance of vegetation providing potential hibernation habitat within or adjacent to ditches (such as dense scrub or tall ruderal vegetation) being carried out during the GCN breeding season (mid-April to June inclusive) when GCN are likely to be in waterbodies. These works would be undertaken using RAMs and an EcCOW will confirm the absence of amphibians prior to clearance.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO14	Smaller excavations within the base scheme design will be covered overnight to prevent entrapment of any reptiles. If any open excavations are left uncovered these will be inspected by the EcCOW at the start of each working day to ensure no individuals are present, and to remove any that are	Good construction practice embedded within how the Scheme will be

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			trapped to a safe location, before works commence.	constructed.
Construction	DC Underground Cable	ECO15	Should dewatering be required prior to the installation of temporary culverts, rescue of GCN and other amphibians will be undertaken at the same time as fish rescue implementation (see Fish Legal Compliance) during the latter stages of dewatering. Any animals found during the rescue will be removed to alternative suitable habitat by the EcCOW.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO16	**Bat Legal Compliance** As a precaution, prior to site clearance, pre-construction surveys (tree climbing inspections and if necessary nocturnal surveys at the appropriate time of year) of all trees requiring works and identified to have moderate or high bat roost potential will be undertaken. This will be carried out in advance of each phase of the works throughout the duration of the project, allowing sufficient time for Natural England (NE) licences to be secured should roosts be identified in trees that require felling. If any additional roosts are identified, the proposed works will be reviewed to see if any adjustments can be made (the licencing process requires consideration as to whether there are any satisfactory alternatives), or whether compensation via the provision of bat boxes will be required.	Legal compliance.
Construction	DC Underground Cable	ECO17	The need for construction phase lighting is minimal. However, where necessary, lighting will be directed away from trees, hedgerows, woodland and watercourses to avoid the possibility of deterring bat activity. Lights will be installed at an appropriate height, with directional hoods fitted to minimise spillage.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC	ECO18	Losses of bat important foraging and commuting habitat across the base	Embedded within the

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Underground Cable		scheme area are relatively small. Exceptions include hedge removal which may have a temporary fragmentation effect on bats. As detailed in the embedded habitat mitigation text, replacement hedgerow planting will be undertaken in the first planting season following completion of construction and general ground reinstatement. Fragmentation effects, i.e. potential abandonment of a commuting route, can occur when gaps in excess of 10 m are present in a formerly intact feature for common bat species. Therefore, where hedgerow removal exceeds 12 m, temporary fencing will be installed during reinstatement to provide continuity of the feature until hedgerow planting is established (approximately 3 to 5 years).	design of the proposed DC cable route.
Construction	DC Underground Cable	ECO19	**Water Vole & Otter Legal Compliance** Water vole home ranges expand and contract within and between years and otter home ranges are very large and may use watercourses at a low level (on passage) without obvious field signs and therefore their distribution may change before construction activities commence. Therefore a pre-commencement water vole and otter survey will be carried out at all watercourses/drains to be crossed, to update the existing baseline. Surveys will be sufficiently advanced of works to allow any mitigation or licensing requirements to be implemented. If either species has colonised the site and avoidance of impacts is not possible, NE will be contacted to agree a way forward in line with guidance current at the time.	Legal compliance.
Construction	DC Underground Cable	ECO20	Where no water vole burrows are identified during the pre-commencement survey, vegetation control will be undertaken to dissuade water voles from colonising the working area prior to commencement. Vegetation within the ditch and on both banks will be strimmed to bare ground, to at least to the top	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			of the bank, and where tall vegetation extends beyond this point, up to 5 m from the top of the bank. Within the ditch, strimming will extend 5 m up and downstream from the working area. Arisings will be removed from the cleared area and stored more than 5 m from the top of the ditch banks.	
Construction	DC Underground Cable	ECO21	Vegetation within the working area will be regularly strimmed to ensure that water voles are dissuaded from colonising the working area.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO22	Where water voles are identified within the watercourse, displacement methods will be implemented immediately prior to the DC cable installation process to ensure water voles are moved out of the area. The Water Vole Mitigation Handbook 2016 considers that displacement and vegetation management is appropriate for distances of up to 50 m. This is because water voles show high fidelity to their territories and therefore only small area sections of habitat are suitable for displacement. In order to be effective displacement methods must be implemented between late February and early April to ensure that animals are moved prior to young being born, after which moving animals using this method is unlikely to be effective.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO23	Prior to any displacement being undertaken, an assessment of adjoining habitat will be undertaken by an ecologist in order to ensure the suitability of the adjacent habitat to support displaced water vole. This will include consideration of water quality, existing water vole population and presence of predatory species. If adjacent vegetation is not considered to be suitable, vegetation management will be required to create suitable conditions.	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	ECO24	An ecologist will then mark the presence of all water vole burrows within the working and 5 m in each direction along the watercourse.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO25	The working area and buffer will then be strimmed to bare ground, with vegetation being cut to the top of the bank, or where longer vegetation is present, 5 m from the top of the bank. Arisings will be removed from the strimmed area. Immediately following vegetation strimming the marked burrows will be inspected by an ecologist to ensure that burrows have not been blocked during vegetation cutting. Daily monitoring of the burrows will be undertaken for, a minimum of three days, until such a time that no evidence of water vole presence has been identified.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO26	Burrows will then be removed using destructive searching methods. Burrows will be excavated using hand tools, either by an ecologist or under the supervision of an ecologist. Any animals captured will be transferred to adjacent suitable habitats or allowed to disperse. Following burrow destruction, any remaining vegetation will be stripped using a machine, under the supervision of an ecologist. Any water voles disturbed during this process will be captured and moved to adjacent habitats. The cleared area will be monitored for 2-4 hours for any further animal movements. Any water voles identified during this period will be captured and transferred to suitable adjacent habitats.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	ECO27	Following completion of the destructive search, installation works should be undertaken as soon as possible, or where this is not possible, water voles	Good construction practice embedded within

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		will continue to be excluded from the area through regular repeat vegetation control, or through installation of water vole proof fencing, where conditions allow.	how the Scheme will be constructed.
Construction	DC Underground Cable	ECO28	There is potential for water voles to be impacted during removal of culverts and bridges used for haul road crossings and therefore a repeat of the displacement methods will be undertaken for 5 m each side of the crossing prior to removal.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO29	Any excavations adjacent to watercourses that cannot be boarded or fenced overnight will have ramps installed to allow any otter that may become trapped to escape.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO30	**Badger Legal Compliance** Fifteen setts fall within either the proposed DC cable route, LoD, access roads, compounds or within the 30 m buffer. Construction elements associated with these setts will be carried out under a NE licence to ensure no detrimental impact on the local badger clans. This includes both the closure of five setts (S146, S10, S56, S79 & S135) and supervision of works within 10-30m buffer of six setts (S64, S66, S87, S112, S144 & S145). Additional site supervision will be required associated with the temporary drainage works in proximity of two setts (S9 & S59).	Legal compliance.
Construction	DC Underground Cable	ECO31	Pre-construction surveys will be undertaken to determine the presence of any setts that may have been constructed and any changes in extent or level of use during the interim period since surveys were completed. If site conditions change and avoidance is not possible the NE licence will be	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			updated to include these changes with appropriate mitigation applied.	
Construction	DC Underground Cable	ECO32	The acceptable working distance from a badger sett can only be assessed on a case-by-case basis and is dependent on the extent and type of the proposed works, but is generally considered to be 30 m. Destruction of a badger sett will only be undertaken as a last resort. In most cases the badger sett will be protected from disturbance and potential damage by an exclusion zone marked out in advance of construction works commencing.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO33	On the basis of current evidence, no main sett will be permanently or temporarily lost as a result of the development and therefore no artificial sett construction is proposed. However, in the unlikely event that a replacement sett is required, the construction of an artificial sett would be completed six months prior to the start of works to close the existing main sett.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO34	Current proposals indicate the need for closure of six setts and reasonable avoidance measures to include supervision during excavation in the 10-30 m zone at eight setts. Disturbance to a badger sett will only be permitted under licence from 1st July – 30th November inclusive, this is to avoid the period between December to June when badgers are likely to be breeding and therefore more susceptible to disturbance.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO35	To exclude badgers from the affected setts, badger gates will be installed over each entrance and the sett. An establishment period of up to 7 days during which the gates will permit exit and entry will allow badgers to acclimatise to the gates. If appropriate, wire mesh will be installed across the sett area in conjunction with the gates to prevent alternative entrances being dug. The gates will then be set to exclude badgers and the sett will be then	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			subject to a 21 day exclusion period. If at any point during the 21 day exclusion period a breach is apparent, repairs to the exclusion measures will be made and the 21 day monitoring period re-initiated. Once it is confirmed no badgers are present within a sett, the sett will be carefully excavated under the supervision of the licence holder. Destruction will be undertaken with a JCB or similar, commencing at approximately 30 m from the outer sett entrances and working towards the centre of the setts, cutting 0.5 m slices in a trench to a depth of 2 m. This will be carried out in such as manner to ensure that top soil and sub soil are not mixed. Exposed tunnels will be checked for recent badger activity. The sett will be destroyed from several directions, in the above manner, until only the central core of the sett remains. Once it is ensured that no badgers remain, the core will also be destroyed and the entire area back-filled and made safe. Sett excavations should be concluded within one working day, as badgers may re-enter exposed tunnels and entrances.	
Construction	DC Underground Cable	ECO36	Trenches or excavations near badger setts will not be left open overnight and will either be boarded or fenced off at the end of each day or egress ramps will be provided.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO37	Excavated soil will be stored in an area agreed with the EcCOW and will not obstruct existing badger paths or interfere with any active setts by preventing access or egress.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground	ECO38	Two-way badger gates will be installed within the stock proof fencing used to demarcate the DC cable route at main badger path crossing points and at	Good construction practice embedded within

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		other suitable intervals, to allow movement of badgers across the landscape.	how the Scheme will be constructed.
Construction	DC Underground Cable	ECO39	**Breeding Bird Legal Compliance** Any tree and scrub vegetation removal, or tall ruderal vegetation removal or any works affecting tall marginal vegetation of watercourses will take place outside the bird nesting season (avoiding the period March to August inclusive). Where these measures are not possible and works need to be carried out during the bird breeding season, all areas to be affected will be checked for evidence of nesting birds a maximum of 24 hrs prior to the vegetation removal/tree felling works taking place. If any active bird nests are discovered these will be given a minimum standoff of 5 m (this may increase depending on species/proposed works and location) where no potentially disturbing works would take place until the young have fledged and the nest vacated. A second nesting bird check will then be undertaken to ensure the tree/vegetation does not contain any further active nests prior to felling/removal works taking place.	Legal compliance.
Construction	DC Underground Cable	ECO40	Retained trees and scrub adjacent to working areas will be protected from encroaching traffic using fencing following (BS5837:2012), this will minimise disturbance to nesting birds in retained habitat.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO41	Any works affecting previously undisturbed areas of open fields (including any storage of materials, clearance of vegetation, or groundworks) carried out during the breeding bird season (March to August inclusive) will require a nesting bird check immediately prior to the works to ensure that there are no	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			ground nesting birds present in the affected area. If active bird nests are located, the nest will be marked and all potentially disturbing works within at least 20 m of the nest location would be stopped until the active nest had been vacated. Prior to works in the area commencing a further nesting bird survey will be required to establish that no active bird nests were present within the area.	
Construction	DC Underground Cable	ECO42	Impacts on birds nesting opportunistically in working areas will be minimised through an ecologist checking any sections of bare ground of more than 0.5 ha for active bird nests if these areas have been left undisturbed (more than 50 m from an active working area) for more than 1 week during the breeding season. If nesting birds are found, measures appropriate to the species, location and proposed works will be implemented as advised by the ecologist to ensure nests are not destroyed or disturbed while active.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO43	**Fish Legal Compliance** Where de-watering is undertaken at watercourse crossings, e.g. for the installation of temporary culverts, dams either side of the de-watered working area (sandbags, piling or other material) will be carefully installed under supervision of the EcCOW to avoid killing or injury of any fish that might be present. Fish rescue (netting) will be carried out as deemed appropriate by the EcCOW, in the latter stages of de-watering during installation/removal of water crossings. The rescue will be undertaken by specialists who are accredited under the 'Performing Section 30 Fish Health Checks Accreditation Scheme' (to meet the requirements of the EA under Section 30 of the Salmon & Freshwater Fisheries Act 1975), and all data collated and submitted to the EA. Fish will be released into the adjacent channel (up or	Legal compliance.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			downstream release to be determined by the EcCOW on a case by case basis depending on the connectivity of the watercourse/tributary and the time of year).	
Construction	DC Underground Cable	ECO44	**Wintering Birds** In order to prevent significant temporary disturbance to wintering birds during construction, particularly those which are also qualifying features of The Wash Special Protection Area (SPA)/Ramsar and/or the Humber Estuary SPA/Ramsar, visual and acoustic screening will be erected in key locations along the proposed DC cable route. Specific details are described in the relevant Route Section.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ECO45	**Brown Hare** As there is the potential for brown hare leverets to be present within the proposed DC cable route, RAMs will be produced and implemented during site clearance works to ensure no killing or injury to individuals. A walkover of the construction areas by a suitably qualified ecologist, prior to initial site clearance, will enable leverets to be located and flushed out of the area. Any adult hares within the site would also disperse due to the presence of human activity. This will apply to all Route Sections.	Good construction practice embedded within how the Scheme will be constructed.
Construction	Route Section 1 Boygrift to Well High Lane	ECO46	In order to prevent significant disturbance to wintering birds, visual and acoustic screening will be installed at the southern edge of the works area to the north of Huttoft Bank Pit LWT Reserve to provide a barrier between the works and this nature reserve and surrounding land. The screening will be a minimum of 2m in height, and will likely consist of heras fencing with an acoustic quilt attached, such as SOUNDEX C1/1 or a suitable equivalent.	Good construction practice embedded within how the Scheme will be constructed.

Table 16.5 Register of Mitigation (Ecology)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	Route Section 3 A16 (Keal Road) to River Witham	ECO47	In order to prevent significant disturbance to wintering birds, if works are carried out within 200 m of the River Witham during the winter period (October to March), visual and acoustic screening will be installed between the works and the River Witham. The screening will be installed as close to the works as possible and will be of sufficient length to screen all of the works carried out. If the works move closer to the river, the screening will be moved with the works. The screening will be a minimum of 2m in height, and will likely consist of heras fencing with an acoustic quilt attached, such as SOUNDEX C1/1 or a suitable equivalent.	Good construction practice embedded within how the Scheme will be constructed.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ECO48	In order to prevent significant disturbance to wintering birds, if works are carried out within 200 m of the South Forty Foot Drain during the winter period (October to March), visual and acoustic screening will be installed between the works and this watercourse. The screening will be installed as close to the works as possible and will be of sufficient length to screen all of the works carried out. As the works move alongside the river, the screening will be moved with the works, ensuring that all active works with 200m of the watercourse are sufficiently screened at all times during the period October to March. The screening will be a minimum of 2m in height, and will likely consist of heras fencing with an acoustic quilt attached, such as SOUNDEX C1/1 or a suitable equivalent.	Good construction practice embedded within how the Scheme will be constructed.

7 Landscape & Visual Amenity

Table 16.6 Register of Mitigation (Landscape & Visual Amenity)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Design	DC Underground Cable	LV01	The base scheme design of the proposed DC cable route incorporates measures to help reduce the potential for significant adverse effects on the landscape and visual resource. Landscape and visual design mitigation proposals include the following: · Hedgerows temporarily removed to facilitate construction of the DC cable route would be reinstated with a native hedgerow mix; · Where appropriate to the local landscape character, and where technically feasible, specimen and hedgerow trees and woodland planting would be incorporated as part of landscape mitigation and reinstatement. These would consist of a variety of native species, typical of those found within the local area; and · Other vegetation along the DC cable route and in areas temporarily disturbed by construction would also be reinstated. Most of these areas are expected to be returned to arable farming during the first available planting season following completion of construction. In addition, pasture, road verges and other areas temporarily affected will be seeded with a species rich wildflower or grass seed mix.	Embedded within the design of the proposed DC cable route.
Design	DC Underground	LV02	The proposed landscape mitigation planting includes a range of plant and seed mixes, with hedgerows, trees and wildflower grass mixes proposed to	Embedded within the design of the proposed

Table 16.6 Register of Mitigation (Landscape & Visual Amenity)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Cable		reinstate those areas temporarily affected during construction and also to provide additional landscape, biodiversity and habitat enhancement.	DC cable route.
Construction	DC Underground Cable	LV03	Mitigation opportunities during the construction phase of works will primarily relate to the restrictions imposed on the working areas and measures identified in the outline CEMP. The outline CEMP seeks to stipulate measures to avoid, reduce or offset environmental effects of the construction works, including those related to the landscape and visual resource. Measures relevant to the landscape and visual resource may include the minimisation of the removal of vegetation, particularly trees and hedgerows, and reinstatement of landscape features at the earliest suitable opportunity.	Good construction practice embedded within how the Scheme will be constructed. Full details of landscape reinstatement are to be provided prior to the start of construction.
Construction	Route Section 1 Boygrift to Well High Lane	LV04	Proposed landscape reinstatement and mitigation measures within this Route Section 1 include: · Returning the majority of the areas affected by construction back to arable agricultural use; · Reseeding roadside verges with a species rich grassland mix; · Replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate; and · Encouraging natural regeneration of vegetation, such as along the disused railway south west of Ailby.	Embedded within the design of the proposed DC cable route. Full details of landscape reinstatement are to be provided prior to the start of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	LV05	Proposed landscape reinstatement and mitigation measures within this Route Section 2 include: · Returning the majority of the areas affected by construction back to arable agricultural use;	Embedded within the design of the proposed DC cable route. Full details of landscape

Table 16.6 Register of Mitigation (Landscape & Visual Amenity)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· Reseeding grassland/pasture and roadside verges with a species rich grassland mix; · Replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate; · Planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement; and · Encouraging natural regeneration of vegetation along drains and waterways.	reinstatement are to be provided prior to the start of construction.
Construction	Route Section 3 A16 (Keal Road) to River Witham	LV06	Proposed landscape reinstatement and mitigation measures within this Route Section 3 include: · Returning the majority of the areas affected by construction back to arable agricultural use; · Reseeding roadside verges with a species rich grassland mix; · Replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate; · Planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement; · Reinstatement of specimen tree planting where technical constraints allow; and · Encouraging natural regeneration of vegetation along drains and waterways.	Embedded within the design of the proposed DC cable route. Full details of landscape reinstatement are to be provided prior to the start of construction.
Construction	Route Section	LV07	Proposed landscape reinstatement and mitigation measures within this	Embedded within the

Table 16.6 Register of Mitigation (Landscape & Visual Amenity)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	4 River Witham to the Proposed Converter Station		Route Section 4 include: · Returning the majority of the areas affected by construction back to arable agricultural use; · Reseeding roadside verges with a species rich grassland mix; · Replanting hedgerows with a native hedgerow mix typical the area, and incorporating hedgerow trees where appropriate; · Planting of woodland edge mix consisting of shallower rooting species where technical constraints allow woodland reinstatement; · Reinstatement of specimen tree planting where technical constraints allow; and · Encouraging natural regeneration of vegetation along drains and waterways.	design of the proposed DC cable route. Full details of landscape reinstatement are to be provided prior to the start of construction.

8 Archaeology & Cultural Heritage

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	ARCH01	Visual intrusion of installation works within the working width will be minimised by keeping the proposed DC cable route working width to a minimum in all areas and ensuring the area is kept tidy and in good order during the construction phase.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ARCH02	Increased traffic resulting in visual and noise intrusion, and potential pollution increase, on heritage landscapes and receptors will be mitigated by the control of routes for traffic travelling to and from the working width for all traffic associated with the proposed DC cable route works.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ARCH03	Dust impacts will be mitigated through measures such as the use of appropriate materials which will not break down and produce dust as easily, and through techniques such as 'damping down' both along highways and within the working width and construction areas.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	ARCH04	A levelled approach will be taken to construction mitigation measures for the proposed DC cable route. This approach will comprise three levels of mitigation: · Archaeological Watching Brief. · Strip, Map and Sample. · Detailed Archaeological Excavation.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			All records produced during this mitigation will be used to produce a series of reports and site archives which will be deposited with the appropriate local repository, in consultation with the archaeological advisor to the Local Planning Authority (LPA).	
Construction	DC Underground Cable	ARCH05	Should it be necessary for the detailed design of the DC cable route to pass through the 100m buffer around the military aircraft crash site (409) the construction mitigation will require full archaeological excavation. Any excavations which encounter remains within the 100m buffer, or clearly relating to the wreckage of the aircraft should a buffer fail to be established, will require application for a licence for excavation from the Ministry of Defence (MoD).	Good construction practice embedded within how the Scheme will be constructed. Should a licence be required this would be sought prior to the commencement of construction works in this area.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH06	**Prehistoric Period (30,000 BC – AD 43)** Impacts to the potential features associated with the circular mound and linear features at Furzehill (300) could be mitigated through strip, map, and sample.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH07	**Medieval Period (AD 1066 – 1540)** The Sea Bank at Huttoft (160) will be mitigated during construction by use of Horizontal Directional Drilling (HDD) (or similar 'trenchless' technique) construction methods.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	Route Section 1 Boygrift to Well High Lane	ARCH08	Mitigation for the earthwork enclosure and field boundary at Huttoft (159) will be informed through the geophysical survey and archaeological trial trenching results. However, mitigation is likely to include either the strip, map and sample approach or full excavation of the section of the receptor where it lies within the LoD based on discussions with the archaeological advisor to the LPA. It is likely this receptor will be removed wholly or in part due to construction activities within the LoD and therefore mitigation will be via preservation by record.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH09	The former field boundary and ridge and furrow to the north of Wold View Farm (261) could be mitigated by archaeological recording within the proposed DC cable working width with an aim to revealing any remains and preserving these by record. The mitigation could take the form of a watching brief for this receptor.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH10	Impacts to the wide ridging at Markby (299) could be mitigated through a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH11	The shrunken Medieval village of Saleby (103) and its moated site (104) only enters the planning application boundary for a small percent of their total area. However, there is potential for associated features outside the monuments to be present within the planning application boundary. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of archaeological features, if any, relating to the	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			shrunken Medieval village within the planning application boundary. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	
Construction	Route Section 1 Boygrift to Well High Lane	ARCH12	An area of ridge and furrow (261) to the north of Wold View Farm could be mitigated through a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 1 Boygrift to Well High Lane	ARCH13	**Post Medieval Period (AD 1540 – 1914)** · The tramway between Sutton on Sea and Alford (117) could be mitigated through archaeological recording with an aim to revealing any remains of the tramway and preserving these by record. The mitigation could take the form of a watching brief for this receptor. · The linear hollow to the west of Sea Bank Farm (295) could be mitigated through a watching brief to ascertain the nature of the below ground archaeological remains. · The ridge and furrow to the north-east of Yarlsgate Farm (296) could be mitigated through a watching brief to ascertain the nature of the below ground archaeological remains. · Impacts to the disused railway to the west of Yarlsgate Farm (411) could be mitigated through a watching brief to ascertain the nature of the below ground archaeological remains.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· The former field divisions at Wold View Farm (298) could be mitigated through a watching brief to ascertain the nature of the below ground archaeological remains. · The field boundaries and wide ridging to the west of Ailby House Farm (302) could be mitigated through a watching brief to ascertain the nature of the below ground archaeological remains.	
Construction	Route Section 1 Boygrift to Well High Lane	ARCH14	**Unknown Date** · Impacts to the areas surrounding the watercourse to the west of Yarlsgate Farm (297) could be mitigated through a watching brief. · The potential pits to the west of Ailby House Farm (407) and the potential plough damaged ditch to the north-west of Rigsby (408) are both located within the planning application boundary as such the mitigation for this receptor would be a watching brief. · Impacts to the field boundaries including ridge and furrow and a strip field (255) at Ailby would be mitigated through a watching brief. · Impacts to the former field divisions, wide ridging, and possible pond/quarry pit at Ailby House Farm (301) would be mitigated through a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH15	**Prehistoric Period (30,000 BC – AD 43)** The cropmarks and geophysical anomalies which have been identified within this route section to be permanently impacted by the proposed DC cable route to the south-east of Driby (124 and 125), at Dalby (120, 397), at West Keal (123) and at Dalby (230 and 146) could have the impacts mitigated against prior to the construction phase. A primary phase of mitigation will	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			take the form of trial trenching to establish the extent and density of Prehistoric activity within the planning application boundary, relating to these receptors. Should significant archaeological remains be discovered, a secondary phase of mitigation would occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH16	Impacts to the potential barrow to the south of Fulletby (119) could be mitigated through a primary phase of trial trenching to establish the extent, to which the barrow lies within the planning application boundary, and the receptor's rate of survival. Should significant archaeological remains be discovered, a secondary phase of mitigation would occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH17	Impacts to the findspot on Langton Hill (266) could be mitigated through a watching brief to ascertain whether there is any previously unrecorded below ground archaeological remains associated with it.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH18	Construction mitigation is proposed for the cropmarks of enclosures and boundaries to the north-west of Langton Hill (144). A primary phase of mitigation could take the form of trial trenching to establish the extent and density of activity within the planning application boundary, relating to the enclosure and boundary cropmarks. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			archaeological watching brief, following discussions with the archaeological advisor to the LPA.	
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH19	Further construction mitigation is proposed to mitigate impacts to the potential below ground archaeological remains which relate to the Prehistoric find scatter recorded at East Keal (115, 76, 80), the Bronze Age flint scatter (98), the Neolithic stone axe findspot to the south-west of Dalby (90) and the findspots of barbed and tanged arrowheads (99) at Langton by Spilsby. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of Prehistoric activity within the planning application boundary. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH20	**Roman Period (AD43 - 410)** Impacts to the cropmarks of field boundaries and enclosures (385) at Langton Grange Farm could be mitigated during the construction phase through strip, map, and sample. This would help to gain an understanding of the nature and extent of the receptor.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH21	Impacts to the enclosures, field boundaries and trackway to the north-east of Skirbeck Plantation (386 and 145) could be mitigated through a phased approach. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of Prehistoric and Roman activity within the planning application boundary. Should significant archaeological remains be discovered, a secondary phase of mitigation might occur in the	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH22	The enclosure and field boundaries to the north of Raithby Cross Roads (315) could have their impacts mitigated through a phased approach. A primary phase of mitigation will take the form of trial trenching to establish the extent and density of Roman activity within the planning application boundary. Should significant archaeological remains be discovered, a secondary phase of mitigation would occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH23	Impacts to the cropmarks of enclosures, field boundaries and pits (387 and 137) at East Farm Partney could be mitigated through a strip, map, and sample. This would help to gain an understanding of the nature and extent of the receptor within the planning application boundary.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH24	**Early Medieval Period (AD 410 - 1066)** The impacted Early/Middle Saxon site at East Keal (108) will be subject to construction mitigation which could take phased approach. A primary phase of mitigation will take the form of trial trenching to establish the extent and density of Early Medieval activity within the planning application boundary. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			the archaeological advisor to the LPA.	
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH25	**Medieval Period (AD 1066-1540)** Impacts to the old field boundary/drain that is recorded to the north-west of Dalby Bar (311) could be mitigated through a watching brief. This would help to ascertain the nature and extent of the receptor.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH26	Impacts to the ridge and furrow which were identified during geophysical survey to the south of Dalby Bar (398) could be mitigated during the construction phase through a watching brief. This would help to ascertain the nature of the underlying archaeological record.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH27	Impacts to the two areas of ridge and furrow at Dalby (149, 388) could be mitigated during the construction phase through a watching brief. This would help to ascertain the nature of the underlying archaeological record.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH28	Impacts to the Medieval Chapel of Well (92) will be mitigated through a watching brief to identify and record the below ground archaeological remains.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16	ARCH29	Areas of ridge and furrow at Raithby (130, 132) and part of a Medieval trackway (129) have been identified as being clipped by the planning application boundary. Impact to these receptors from the project will be	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	(Keal Road)		negligible and mitigation is therefore not required.	commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH30	Construction mitigation is proposed for the potential below ground remains which relate to the pottery finds assemblage at East Keal (107). This mitigation could be part of the same phased approach, as receptors115, 76 and 80, located in the same area and provides the potential for the site to be multi-period.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH31	It has been identified that East Keal Park (168) will be permanently impacted by the proposed DC cable route. These impacts could be mitigated by the same phased approach as receptors 115, 76, 80 and 107.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH32	**Post-Medieval Period (AD 1540-1914)** Impacts to the disused railway that is recorded to the north-west of Alford (412) could be mitigated through an archaeological watching brief to ascertain the nature and extent of the below ground archaeological remains.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH33	Impacts to chalk pits south-west of Deersleap (264) could be mitigated through an archaeological watching brief to identify and record the nature and extent of the below ground archaeological remains.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High	ARCH34	Impacts to East Keal Park (168) could be mitigated through an archaeological watching brief to ascertain the nature and extent of the below	A detailed Archaeological Mitigation Strategy of WSI

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Lane to A16 (Keal Road)		ground archaeological remains relating to park activity.	will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH35	**Modern Period (AD 1914- Present)** It was identified above that the crash site of the military aircraft at Ulceby Cross (409) is likely to be permanently impacted by the construction of the proposed DC cable route. Design mitigation aims to avoid the crash site and be at least 100 m away from it, however this is reliant upon successfully locating of it. Once the location of the crash site is confirmed (following proposed further survey) and if the crash site is within 100 m of the proposed DC cable route, a MoD licence will be required and full archaeological excavation could be required.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH36	**Unknown** As it was highlighted above the undated enclosure and trackway cropmarks to the north-west of Ulceby Cross (126) will be impacted in part by the construction of the proposed DC cable route. A primary phase of mitigation could take the form of trial trenching to establish the extent, date and density of activity within the planning application boundary, relating to the enclosure and trackway cropmarks. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High	ARCH37	Impacts to the two cropmarks at Langton by Spilsby (142, 143) could be mitigated through a strip, map, and sample to establish the nature, extent	A detailed Archaeological Mitigation Strategy of WSI

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Lane to A16 (Keal Road)		and date of the potential underlying archaeological remains.	will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH38	Impacts to the early trackway site which is also at Langton by Spilsby (94) could be mitigated through a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH39	Construction mitigation will be applied to the potential impacts to the cropmarks that are located to the east of Dalby (147). A primary phase of mitigation could take the form of trial trenching to establish the extent and density of activity within the planning application boundary, with the high potential for Prehistoric material to present, due to the location of Ring Holt Bowl Barrow (SM3) to the north of the cropmarks. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH40	Impacts to the two banks that are located to the south of Partney Road (319, 320) could be mitigated during the construction phase through a watching brief to ascertain the nature, extent, and date of the receptors.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section	ARCH41	Impacts to the settlement to the east of Sausthorpe (137) could be mitigated	A detailed Archaeological

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	2 Well High Lane to A16 (Keal Road)		at the construction phase though either a watching brief or strip, map, and sample.	Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH42	The sand-pit to the south-east of Sausthorpe (114) will be impacted by the construction of the proposed DC cable route, this will be mitigated at the construction stage with a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH43	Impacts to the curvilinear hollow to the south-west of Sausthorpe (314) will be mitigated through a watching brief to ascertain the nature and date of the below ground archaeological remains.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH44	The permanent impact of the construction of the proposed DC cable route on the undated pits recorded 1.2 km to the south-west of Sausthorpe (66) could be mitigated prior to the construction phase. Mitigation could take the same phased approach as (315) and could be targeted during the same trial trenching phase. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High	ARCH45	The permanent impacts to the undated cropmark trackway to the north-north-west of Raithby (131) could be mitigated during the construction stage.	A detailed Archaeological Mitigation Strategy of WSI

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Lane to A16 (Keal Road)		The nature, extent and date of the underlying archaeological record could be investigated through strip, map, and sample.	will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH46	Permanent impacts to the enclosures and ditches (399, 400) which were identified through geophysical survey could be mitigated through a strip, map, and sample. Mitigation for the potential ditch (403) at Mardon Hill could consist of a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 2 Well High Lane to A16 (Keal Road)	ARCH47	The permanent impacts to Ridge and Furrow (401) at Glebe Farm would be mitigated by archaeological watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH48	**Prehistoric Period (30,000 BC – AD 43)** The Prehistoric find spots at Stickford (83, 86, 87) demonstrate that there is potential for settlement activity within the area between the two findspots. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of activity within the planning application boundary, with the high potential for Prehistoric material to present, due to the location of Ring Holt Bowl Barrow (SM3) to the north of the cropmarks. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH49	**Roman Period (AD 43 – 410)** The scatter of Roman pottery and quern fragments (201) could be mitigated through archaeological watching for the potential for further Roman activity. This could be combined with the watching brief for Medieval ridge and furrow (171) at the same location.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH50	**Medieval Period (AD 1066 – 1540)** The ridge and furrow recorded at Keal Cotes and Stickford (405, 171) could be mitigated through a watching brief. Ridge and furrow located at East Keal (172) is slightly clipped by the planning application boundary. Therefore, impact will be negligible and no mitigation is suggested.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH51	**Post Medieval Period (AD 1540 – 1914)** · Impacts to the former field divisions at Keal Cotes (323) could be mitigated through a watching brief to ascertain the nature and extent of the receptor. · Impacts to the former field boundary and wide spaced ridging to the west of Limes Farm (326) could be mitigated through a watching brief. · The impacts to the potential dylings at Hagnaby Lock (329) could be mitigated through a watching brief. · Impacts to the partially extant farmstead at West Fen (190) and the demolished farmstead at Sibsey (194) could be mitigated during the construction phase with an archaeological watching brief to ascertain	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			the nature of the below ground archaeological remains. · Impacts to the disused railway that is recorded to the east of the River Witham (413) could be mitigated during the construction phase with an archaeological watching brief.	
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH52	**Modern Period (AD 1914 – Present)** Impacts to the Pillbox at Short's Corner (116) could be mitigated through a first preference of preservation in situ, by avoiding any impact the planning application boundary may have on the receptor. Should impacts to the structure become clear, then an appropriate building record should be captured to preserve the receptor by record.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 3 A16 (Keal Road) to River Witham	ARCH53	**Unknown Date** · Impacts to the former field divisions (321), linear geophysical anomalies (404) and the linear hollow (330) will be mitigated through a watching brief. · Impacts to the former field divisions and the rectangular enclosure to the south-west of Mager Farm (327) will be mitigated through strip, map, and sample to ascertain the nature and extent of the underlying archaeology. · Impacts to the linear hollow to the north-west of Hagnaby Lock (330) will be mitigated through a watching brief to ascertain the nature and extent of the below ground archaeological remains. · Impacts to the areas surrounding the 12 roddons (331, 332, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344) within this route section could be mitigated through a phased approach. A primary phase of	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			mitigation could take the form of trial trenching to establish the extent and density of human interactions with the receptors. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA. · The relict field boundary at Castle Dike Farm (244) could be mitigated through a watching brief. · The impacts to the former artificial channel of the River Witham (346) would be mitigated at the construction phase. This mitigation would comprise a watching brief to help ascertain the nature of the receptor.	
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH54	**Roman Period (AD 43 – 410)** Impacts to the Romano-British field boundaries at Swineshead Bridge (354) could be mitigated through strip, map, sample. This would help to ascertain the nature and extent of the receptor.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH55	The impacts to the cropmarks of an enclosure, field boundaries, trackway, and sinuous watercourse to the east of Old Sixteen Foot Drain (358) and to the west of Holt Hills (359) could be mitigated during the construction phase. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of Romano-British activity. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map,	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH56	Impacts to the field boundaries and sinuous roddon to the south-west of Eau End Farm (366) could be mitigated prior to the construction phase. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of human activity. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH57	It was highlighted above that the proposed DC cable route will have a permanent impact upon the Prehistoric/Roman cropmarks at North Ing Drove (21). Trial trenching has established the significant remains of a second to fourth century Romano-British settlement. These impacts could be mitigated through a combined approach of strip, map, and sample and open area excavation.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH58	**Post Medieval Period (AD1540-1914)** The permanent impact which was highlighted above to the demolished unnamed farmsteads at Holland Fen with Brothertoft (55) and Little Hale (52) could be mitigated through the construction stage by a watching brief.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 4 River Witham to the Proposed	ARCH59	Impacts to the South Forty Foot Drain (456) could be mitigated through a construction technique. HDD would occur at the point the proposed DC cable route reaches the receptor, resulting in the DC route, bypassing the	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the

Table 16.7 Register of Mitigation (Archaeology & Cultural Heritage)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
	Converter Station		receptor under the ground and consequently preserving the receptor in situ.	commencement of construction.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH60	**Unknown Date** Impacts to the immediate areas surrounding the 15 roddon systems (347, 348, 349, 350, 351, 353, 355, 356, 357, 360, 361, 362, 363, 364, 367) within this route section could be mitigated by a two-phase approach. A primary phase of mitigation could take the form of trial trenching to establish the extent and density of human interactions with the receptors. Should significant archaeological remains be discovered, a secondary phase of mitigation could occur in the form of either open area excavation, strip, map, and sample or archaeological watching brief, following discussions with the archaeological advisor to the LPA.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.
Construction	Route Section 4 River Witham to the Proposed Converter Station	ARCH61	Impacts to the field boundaries and trackway to the north-west of Laburnum House (345) would be mitigated at the construction phase. This mitigation would comprise a watching brief to ascertain the nature of the receptor.	A detailed Archaeological Mitigation Strategy of WSI will be agreed prior to the commencement of construction.

9 Socio-economics & Tourism

Table 16.8 Register of Mitigation (Socio-economics & Tourism)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	SOC01	A CEMP will be completed prior to the start of construction and will specify how environmental management will be achieved during the construction phase. For example, good practice measures will be adopted during construction in order to minimise impacts on the amenity of local residents by virtue of visual impact, noise, dust, or construction traffic as much as practicable.	A detailed CEMP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	SOC02	Access to Public Rights of Way (PRoW) is likely to be disrupted during construction. Where this is the case, NGVL will work to ensure that disruption is minimised, and that appropriate signage is used to clearly identify any temporary diversions that may be necessary and/or temporary closures that may be required. An Outline Access Management Strategy summarising this information will be submitted with the planning application.	A detailed Access Management Plan will be prepared by the Contractor prior to the start of construction setting out details of temporary diversions.

10 Traffic & Transport

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Design	DC Underground Cable	TRA01	In order to facilitate access for Heavy Goods Vehicles (HGVs) and Abnormal Indivisible Loads (AILs) to temporary construction areas, it is necessary to design improvements to relevant highway access roads and junctions. These improvements will be incorporated into the design of the scheme. These improvements are summarised as: · TCA (T1) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. T1 access is via the proposed DC cable route working width and road access is via S1. · TCC (S1) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T2) - Major/minor junction design including adequate bell-mouth, controlled under temporary traffic signals. · Sections of Crawcroft Lane would be widened to accommodate carriageway passing bays. · TCA (T3) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals.	Embedded within the design of the proposed DC cable route.

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· TCC (P1) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. An additional major/minor junction into the TCC would also be provided. · TCA (T4) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T5) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T6) - Major/minor junction design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T7) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCC (S2) - Major/minor junction design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T8) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T9) - Major/minor junction design including adequate bell-mouths, controlled under temporary traffic signals. · TCC (P2) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. An additional major/minor junction into the TCC would also be provided.	

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· TCC (S3) - Major/minor staggered crossroads design including adequate bell-mouths, controlled under temporary traffic signals. Two additional major/minor junctions linking a new access road would also be provided. · TCC (S4) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T10) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCC (S5) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T11) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T12) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCC (P3) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCA (T13) - Major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic signals. · TCC (S6) - Major/minor staggered crossroads design including adequate bell-mouths, proposed right turn ghost island and carriageway widening.	

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· TCA (T14) - New junction into TCA from private road, including adequate bell-mouth. Sections of Crawcroft Lane would be widened to accommodate carriageway passing bays. · TCA (T15) - Accessed via the proposed DC cable route working width. · TCA (T16) - Accessed via the converter station permanent access road.	
Construction	DC Underground Cable	TRA02	A Construction Traffic Management Plan (CTMP) will be developed, which will identify how traffic would be managed throughout the duration of the construction period. The CTMP will include the following: · Location of Temporary Construction Facilities (TCFs) and the access/egress points for the working width; · Traffic routeing plans – defining the routes to be taken by HGVs to each TCF on the proposed DC cable route. For example, prioritising the use of A and B-roads as far as possible, avoidance of Langrick Bridge and other sensitive locations; · Construction hours and delivery times; · Strategy for traffic management and measures for informing construction traffic of local access routes, road restrictions, timing restrictions and where access is prohibited; · Measures to protect the public highway (e.g. wheel wash facilities); · Measures for the monitoring of the CTMP to ensure compliance from drivers and appropriate actions in the event of non-compliance;	A detailed CTMP will be prepared by the Contractor prior to the start of construction.

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· Mechanism for responding to traffic management issues arising during the works (including concerns raised from the public) including a joint consultation approach with relevant highways authorities; · Details of each road crossing, access points, and traffic management requirements; and · Strategy for traffic management and measures for informing construction traffic of local access routes, road restrictions (statutory limits: width, height, axle loading and gross weight), timing restrictions (if applicable) and where access is prohibited.	
Construction	DC Underground Cable	TRA03	Control measures will include: · All construction traffic to adhere to the Traffic Route Plans included in the CTMP; · All vehicles will be able to access and egress the TCFs in a forward gear, with sufficient room off the public highway to allow them to wait without blocking the main carriageway; · Adequate parking will be provided at the TCFs to ensure that the safety and efficient operation of the public highway is not reduced; · Welfare facilities will be provided within the working width so as to minimise the need for off-site trips by staff during the working day; · At all site accesses, suitable supervision will be provided as required to ensure that traffic is controlled at access points during construction (for example banksman checking road traffic and controlling construction vehicle movements) and mud deposits on the roads are minimised; and	A detailed CTMP will be prepared by the Contractor prior to the start of construction.

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			· Where required, traffic signals (in accordance with New Roads and Street Works Act (NRSWA), or stop-go boards will be used to control road traffic. Road signs will conform to Chapter 8 of the Traffic Signs Manual and NRSWA. · Traffic management on the major road at TCF access locations would include temporary speed limit reductions, to be agreed with Lincolnshire County Council (LCC).	
Construction	DC Underground Cable	TRA04	**Road Safety** Whilst the majority of impacts relating to road safety are either 'Minor' or 'Negligible', the access to individual TCFs from the public highway will use Banksmen, where appropriate, HGVs can access and egress in a forward gear, to manage the movement of HGVs on and off the public highway. Warning signage will be provided on the approaches to junctions from the public highway.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	TRA05	**Pedestrians & Cyclists** As part of a Travel Plan developed for the proposed DC cable route construction, measures such as an internal site layout to accommodate the movement of pedestrian and cyclists will be designed.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	TRA06	There would however be very few pedestrian/cyclist movements expected as part of the construction phase of the development, which relates to the relatively low number of additional workers expected.	
Construction	DC Underground Cable	TRA07	**Travel Plan** A Travel Plan will be introduced in order to encourage sustainable travel to the TCFs. The Travel Plan would include measures such as;	Good construction practice embedded within how the Scheme will be

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			encouragement of car sharing and public transport usage, better marketing of information and implementation of a Travel Plan Co-ordinator. Where appropriate, a shuttle bus to transport workers to key interchange locations could be introduced.	constructed.
Construction	DC Underground Cable	TRA08	An important element in ensuring the success of the construction phase of the proposed DC cable route and reducing the effects on traffic receptors is effective communication with local communities before and during the construction process, and in particular to inform them of the timing of construction activities and to help alleviate any concerns they may have. To address this NGVL will ensure, in line with NRSWA and any Section 278 Agreements with the Highway Authorities, that the Contractor maintains good communication with affected communities, keeping them informed about the timing and extent of activities which may affect them.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	TRA09	A Construction Phase Health and Safety Plan (CPH&SP) will be required for the construction of the proposed DC cable route. This will include details of best practice methods of reducing dust emissions and vehicle washing facilities (to help remove mud from vehicles before accessing the road network) . The CPH&SP is a Construction, Design and Management (CDM) requirement and is separate to any specific Contractor agreements to minimise the effect of construction traffic.	A CPH&SP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	TRA10	So far as practicably possible, material will be retained on site (or moved using the working width within the proposed DC cable route), including the retention of all soils and spoils, therefore minimising the need to move material on and off the site.	Good construction practice embedded within how the Scheme will be constructed.

Table 16.9 Register of Mitigation (Traffic & Transport)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	TRA11	It is considered that with the implementation of the above measures, any minor effects on road users during the construction period will be reduced further. In terms of Road Safety, all accesses off the public highway will use Banksmen to manage the movement of HGVs on and off the public highway. Where appropriate, HGVs would access and egress in a forward gear. At all accesses, warning signage will be provided on the approaches to the access junctions. For the temporary junctions, this would be provided in line with Chapter 8 of the Traffic Signs Manual. For permanent junctions, these would be provided in line with The Traffic Signs Regulations and General Directions 2002 (TSRGD) and Traffic Signs Manual.	Good construction practice embedded within how the Scheme will be constructed.

11 Noise & Vibration

Table 16.10 Register of Mitigation (Noise & Vibration)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
Construction	DC Underground Cable	NOI01	To ensure that mitigation measures are implemented, a CEMP will be issued by the Contractor prior to construction commencing which will fully define the mitigation measures that will be implemented and specifically indicate how the mitigation provided in the outline CEMP will be secured/delivered.	A detailed CEMP will be prepared by the Contractor prior to the start of construction.
Construction	DC Underground Cable	NOI02	As a guiding practice, noise emissions will be minimised as far as is reasonably practicable in accordance with the approved code of practice BS 5228: Code of practice for noise and vibration control on construction and open sites.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	NOI03	Best Practicable Means (BPM) will include, but not be limited to: · The use of quieter alternative methods, plant and/or equipment; · The use of site hoardings, enclosures, acoustic barriers, portable screens and/or screening nosier items of plant; · Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous sound from mechanical vibration, creaking and squeaking is kept to a minimum; · Siting all ancillary plant such as generators, compressors and pumps so as to cause minimum noise disturbance; · Machines in intermittent use will be shut down during periods of	Good construction practice embedded within how the Scheme will be constructed.

Table 16.10 Register of Mitigation (Noise & Vibration)				
Mitigation	**Project Component**	**Reference**	**Description of Mitigation Measure**	**How Measure will be secured**
			inactivity or throttled down to a minimum; and · using designated routes for construction related traffic.	
Construction	DC Underground Cable	NOI04	To minimise adverse vibration as far as is reasonably practicable, the following mitigation measures will be implemented and where adverse effects could arise: · Low vibration working methods will be employed, plant will be carefully selected to minimise the potential for vibration; · Vibration will be controlled at source and the spread of vibration will be limited; · Where processes could potentially give rise to significant levels of vibration, on-site vibration levels will be monitored regularly by a suitably qualified person appointed specifically for the purpose; and · Plant and/or methods of working likely to cause significant levels of vibration at sensitive receptors will be replaced by other less intrusive plant and/or methods of working.	Good construction practice embedded within how the Scheme will be constructed.
Construction	DC Underground Cable	NOI05	Where non-negligible construction noise impacts are identified, all reasonably practicable measures will be undertaken to reduce the effects of construction noise (particularly where work is required during evening or night-time periods). Once this has been done, any works which are predicted to have residual noise effects will be assessed in detail and the quantification of any effects issued to the relevant local authority (East Lindsey District Council (ELDC), Boston Borough Council (BBC), North Kesteven District Council (NKDC) or South Holland District Council (SHDC)) by means of an application(s) for Prior Consent for Works on Construction	Good construction practice embedded within how the Scheme will be constructed.

Table 16.10 Register of Mitigation (Noise & Vibration)				
Mitigation	Project Component	Reference	Description of Mitigation Measure	How Measure will be secured
			Sites under Section 61 of the Control of Pollution Act 1974 process.	

CONTACT US

You can find out more information by:

calling our freephone number:
0800 731 0561

Sending an email to:
vikinglink@communityrelations.co.uk

Writing to our freepost address at:
FREEPOST VIKING LINK

Visiting our website at:
www.viking-link.com

If you, or someone you know, would like information in Braille, audio, large print or another language, please call us on the freephone number above.