Candwr Solar Farm

Pre Application Consultation

Outline Construction Environmental Management Plan

2 July 2026

TotalEnergies

Contents.

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1. INTRODUCTION

1.1. This document is the Draft Outline Construction Environmental Management Plan (Outline CEMP) prepared for Statutory Consultation for Candwr Solar Farm located on land at Court Farm, Ponthir, Monmouthshire (see Appendix 1 Site Location Plan).

1.2. This draft Outline CEMP has been produced at an appropriate level of detail for consultation, and it will be updated at the next stage of the Proposed Development design prior to the Development of National Significance (DNS) application being submitted.

Purpose of Document

1.3. This Outline CEMP has been produced to set out the commitments of the Applicant towards securing specific mitigation measures and best working practices to adequately protect environmental resources during the construction phase of the proposed development, including potential impacts on human receptors. The Outline CEMP also sets out details on the construction working approach, including details on proposed working hours, construction compounds, control of lighting, management of vehicle movements, wheel washing facilities and waste removal.

1.4. The Outline CEMP outlines the measures which will be implemented by the Applicant during the construction phase of the Proposed Development once the permission is granted by the Welsh Minsters. The intention is for it to be converted into a Final CEMP that would approval by the Local Planning Authority (LPA) in consultation with Natural Resources Wales. This process will be secured by an appropriately worded planning condition attached to the permission.

1.5. The Final CEMP will be in accordance with this Outline CEMP and must be adhered to throughout the construction works by the contractor appointed by the Applicant to undertake the proposed development (referred to in this document as "the Contractor").

1.6. In addition, other outline environmental management plans are provided with the DNS application detailing certain measures during the construction phase of the Proposed Development. This includes:

- Outline Landscape and Ecological Management Plan
- Outline Construction Traffic Management Plan
- Outline Soil Management Plan

2. SITE LOCATION AND PROPOSED DEVELOPMENT

Site Location

2.1. The Application Site comprises approximately 131.62 hectares of predominantly agricultural land at Court Farm, Ponthir, Monmouthshire, including associated cable routes. The Site extends across sixteen land parcels located within the administrative areas of Monmouthshire County Council, Torfaen County Borough Council and Newport City Council.

2.2. The Site is located approximately 5.2 km north-east of Newport, 1 km east of Ponthir, and 2.4 km north of Caerleon. It lies within a rural landscape characterised by open countryside, undulating ridges and valleys, with development proposed primarily on south-facing slopes of higher ground.

2.3. The Site comprises a mixture of arable and pasture fields enclosed by hedgerows and mature trees. Sections of local roads are included within the red line boundary to facilitate cable routing.

2.4. A summary is provided below of how the Site contains and is influenced by the following key environmental and land-use features:

- Field structure and boundaries: Land parcels are typically defined by mature hedgerows, trees and occasional woodland blocks, including areas of Ancient Woodland located adjacent to (but generally outside) the Site boundary.
- Watercourses and drainage: Several parcels include or are adjacent to small watercourses, tributaries of Candwr Brook and drainage features.
- Flood risk: The majority of the Site is located within Flood Zone 1, indicating low risk of flooding, with limited areas adjacent to watercourses falling within higher flood zones.
- Topography: The landform is varied and undulating, with elevations typically ranging between approximately 10 m AOD and 80 m AOD, generally sloping across valley sides.
- Landscape designations: Parts of the Site fall within or adjacent to the Torfaen Special Landscape Area (a local, non-statutory designation).
- Built Heritage: A number of Listed Buildings and a Scheduled Monument (Candwr Camp) are located in the wider area, generally outside but in proximity to certain Land Parcels.
- Public Access: The Site is crossed and bordered by a number of Public Rights of Way, including footpaths connecting surrounding settlements and countryside.
- Existing Infrastructure: The Site is influenced by existing infrastructure, including overhead power lines, pipelines (gas and water), roads, and adjacent

utility infrastructure, notably the Dŵr Cymru Welsh Water Court Farm Treatment Works and reservoir.

Proposed Development

2.5. The Proposed Development comprises a Development of National Significance application for:

"An installation and operation of ground mounted solar photovoltaic arrays with all associated works, equipment and necessary infrastructure"

2.6. The Proposed Development is approximately 46MW and is expected to generate enough electricity to supply up to approximately 18,000 households annually, contributing to carbon emission reductions and the transition to renewable energy.

2.7. Key components of the Proposed Development include:

- Solar photovoltaic ("PV") fixed panels mounted on a simple metal framework,
- Onsite supporting equipment including string inverters, transformers and MV Stations,
- Onsite 132 kilovolt ("kV") substation compounds including transformers, switchgear, circuit breakers, control equipment buildings, control functions, material storage, parking, as well as wider monitoring and maintenance equipment,
- 132kV overhead wires coming from the existing electricity pylon (owned by National Grid Electricity Distribution ("NGED")) to the onsite 132kV substation,
- Underground cable connections to connect and transmit electricity from the solar PV panels to the National Grid Electricity Distribution point of connection at the Dŵr Cymru Court Farm Water Treatment Works,
- Perimeter fencing (deer proof) and access gates around the perimeter of the Site,
- Inward facing infrared CCTV system,
- Associated internal access tracks within the Site,
- Relevant communications and monitoring equipment,
- Temporary construction compounds during the construction phase,
- Environmental mitigation and enhancement measures, including landscaping, habitat management and biodiversity enhancement,
- New permissive path walkways,
- Associated infrastructure including parking, lighting, drainage infrastructure, storage containers, earthworks, culverts, surface water management,

maintenance and welfare facilities, security cabins and any other works identified as necessary to enable the development, and

- Creation of new or improvement of existing vehicular accesses for the construction, operational and decommissioning phases of the Proposed Development, predominantly utilising existing farm access points.

Operation

2.8. During the operational phase, the activities on site would amount to maintenance activities, including servicing of plant and equipment and vegetation management.

2.9. The final Landscape and Ecological Management Plan will set out how landscape and ecological effects would be minimised and mitigated for during the operation (including maintenance) phase.

2.10. An Operational Environment Management Plan (OEMP) will be developed in consultation with the relevant local planning authority to set out how potential environmental effects would be minimised and mitigated during the operation (including maintenance) phase. This process will be secured by an appropriately worded planning condition attached to the permission.

Decommissioning

2.11. Following cessation of energy generation and exportation at the Site, and as part of the contractual obligations with the landowner, the Site would be decommissioned. Responsibility for management of the established landscaping would transfer to the landowners.

2.12. A Decommissioning Environment Management Plan (DEMP) will be developed in consultation with the relevant local planning authority to set out how potential environmental effects would be minimised and mitigated during the decommissioning phase. This process will be secured by an appropriately worded planning condition attached to the permission.

3. ROLES AND RESPONSIBILITIES

3.1. A clear definition of roles and responsibilities ensures that environmental requirements are understood and properly implemented on site.

3.2. Key roles for the project are set out below and the relevant point of contacts should be set out in the Final CEMP:

- Client - Responsible for appointing competent duty-holders and approving key project documentation. The Client retains overall interest in ensuring that environmental standards are met and that the project is delivered in accordance with planning requirements.

- Principal Contractor - Responsible for the overall management and coordination of construction activities, ensuring compliance with the Final CEMP, relevant legislation and planning conditions. The Principal Contractor will implement the defined environmental controls, supervise subcontractors and ensure that records, inspections and reports are maintained throughout the project.

- Project Manager - Leads the delivery of the works, ensures that resources are available, manages environmental risks and verifies that procedures within the Final CEMP are being followed.

- Site Manager / Site Supervisor - Oversees day-to-day site activities, ensures correct implementation of mitigation measures, responsible for day-to-day traffic management and compliance; conducts routine inspections and communicates environmental requirements to the workforce.

- Construction Waste Manager - will be in charge of preparing and implementation of the objectives of the Site Waste Management Plan (SWMP), ensuring that all hired waste contractors have the necessary authorisations and that the waste management hierarchy, waste segregation arrangements and waste collection arrangements are adhered to.

- Environmental Lead – Monitors environmental performance, advises on mitigation, manages incident response, maintains environmental records and liaises with regulatory bodies where required.

- Ecological Clerk of Works (ECoW) - Provides ecological oversight during sensitive stages of work, confirms pre-start conditions, advises on ecological constraints and ensures compliance with ecological method statements.

- Subcontractors and Workforce - Required to follow all instructions within the Final CEMP, attend site inductions and toolbox talks, and report any environmental issues, near misses or non-conformances immediately to site management.

3.3. Emergency Contacts: -

Emergency Contact	Natural Resources Wales - Pollution Hotline 0300 065 3000
Wildlife Rescue Centre	All Creatures Great & Small Animal Sanctuary, Church Farm, Llanfrechfa, Cwmbran, South Wales. NP44 8AD. 01633 866144

4. CONSTRUCTION PRINCIPLES

4.1. The Application Site will be set up and managed with consideration of the principles of 'The Code of Considerate Practice' . In summary this requires:

- Considerate: All work is to be carried out with positive consideration to the needs of local businesses, neighbours, site personnel, visitors, and the public.
- Environment: Be aware of the environmental impact of the application site and minimise the effects of dust, noise, light and air pollution. Attention will be paid to waste management to reuse and recycle materials where possible.
- Cleanliness: The application site will be kept clean and in good order at all times. Application site facilities, offices, toilets and drying rooms will be maintained to a good standard. Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings and dirt and dust from construction operations kept to a minimum.
- Good Neighbour: General information regarding the works will be available to nearby neighbours. Full and regular communication with neighbours, including adjacent residents, farmsteads and businesses, regarding programming and site activities to be maintained from prestart to completion.
- Respectful: Respectable and safe standards of dress to be maintained at all times. Pride in the management and appearance of the application site and the surrounding environment shown at all times.
- Safe: Construction operations and site vehicle movements are to be carried out with care and consideration for the safety of site personnel, visitors, the public and the environment.
- Responsible: Ensure that everyone associated with the application site understands implements and complies with this code.

4.2. The health, safety and environmental expectations are as follows:

- To have no accidents or dangerous occurrences on site;
- To have no occupational ill health arising from the project;
- To ensure no environmental damage occurs from the project;
- To ensure the least disruption to the local community from the project, and
- To ensure, as far as is reasonably practicable, no unauthorised access to the working areas of the site.

5. CONSTRUCTION PROGRAMME

5.1. It is anticipated that the solar farm will take approximately 12-18 months to construct in a single phasing. This includes the preparation of the Site, the temporary access roads (if necessary), erection of security fencing, assembly and erection and installation of the cabling and solar module arrays, PV strings, installation of the transformer, onsite 132kv substation and grid connection.

Construction Hours

5.2. Construction works will be carried out Monday to Friday 07:00-18:00 and between 07:00 and 13:30 on Saturday, unless otherwise agreed by the local planning authority. The following works may occur outside these hours: -

- emergency works; and
- works which do not cause noise that is audible at the boundary of the Order limits.

5.3. All traffic movements will be carried out between the hours of 07:00 to 19:00 on Monday to Friday and 08:00 to 16:00 on Saturdays.

5.4. Deliveries to the site will be limited to outside the typical highway network peak hours and will occur between 10:00-16:00 Monday to Friday, and between 08:00-13:00 on Saturdays. No deliveries will take place on Sundays or Public Holidays. This is detailed in the Construction Traffic Management Plan (CTMP).

Construction Phases

5.5. The activities that are likely to be required for the construction of the Proposed Development are outlined below and it is anticipated that these activities would take place over several key phases:

Enabling / preparatory works

5.6. Preparatory works would be the first phase of construction and includes activities to enable and prepare the site for the construction of the Proposed Development.

5.7. During the mobilisation period of development, a security cabin will be placed within the areas designed for the temporary construction compounds. There will be a Primary Construction Compound where all construction traffic including deliveries and workers will route directly to. Secondary smaller compounds will be established within other parcels to accommodate works within or near those parcels. These secondary compounds will be located so to be in lesser visible locations within the Site, especially where higher sensitive receptors (i.e. residential properties) are nearby. The location of the Primary and Secondary Compounds would be detailed in the final CTMP.

5.8. The construction compounds will be positioned at an appropriate distance into the Application Site to prevent the likelihood of any construction traffic having to queue on the adjacent public highway during busy periods. Parking provision will be made in

accordance with the CTMP and shall provide adequate onsite parking for contractors and visitors. As part of the site induction it will be explained there is to be no offsite parking on local roads.

5.9. A project notice board would be installed at the main entrance to the application site and at the internal crossing points along the Public Rights of Way traversing the application site.

5.10. Site welfare facilities and offices will consist of linked "Portakabin" type units.

5.11. The welfare facilities will have hot and cold running water, with a clean drinking water supply. Washing facilities and showers will be provided for the duration of the works, to include soap and towels or other suitable means of drying.

5.12. All welfare facilities will always be kept clean, tidy, and hygienic.

5.13. First aid facilities will be provided together with a trained first aider during working hours.

5.14. The temporary construction compounds will be equipped with Fire Points and a wireless evacuation alarm system. Designated Fire Marshall and Fire Coordinator would be appointed as part of a Construction Phase Plan.

5.15. Additionally, access works and visibility splay improvements will be implemented.

Construction works

5.16. Site groundworks would be completed comprising the installation of the internal access roads from the construction compounds, the crossing between the parcels and excavation then laying of the foundations and granular sub-bases (where required) to associated buildings, equipment and works compounds. The onsite 132kV substation compounds and groundworks will be undertaken including any necessary earth reprofiling works. Trenches for the cable connections within the site will be excavated.

5.17. Following survey and site marking out, the installation of the solar panels and their supporting framework is undertaken in sequence across the parcels of the Site. First, the vertical support 'leg' of the supporting framework is pile driven into the ground to a depth suitable to ground conditions but typically of a depth of up to 2.5m by piling machine. The horizonal framework is then attached to the vertical. The piling method will be determined prior to works commencing depending on the final PV array supporting framework design forming the scheme and further ground studies.

5.18. The installation of associated equipment, such as the MV Stations, Transformers, onsite 132kv substation compound, CCTV and other security systems are completed. Cable is laid and connected. It is possible that the solar and associated equipment installation will be undertaken concurrently by separate small teams. The locations of associated equipment will be the focus of construction activity. The foundations associated with each building or electrical plant is generally limited to the footprint of the building which will located above (or surrounded by) a permeable sub-base. There is no requirement for substantive foundations.

5.19. The onsite 132kv substation is to be constructed on an aggregate base (following the earth reprofiling) which would be constructed first together with the excavation of the foundations and cable trenches between the equipment forming the necessary plant and equipment. Fencing around the compound would be installed.

Landscape and habitat creation

5.20. A programme of landscape and habitat reinstatement and creation will commence during the construction phase.

5.21. The temporary site works, such as the construction compounds, are removed and any construction damage and land restored. This would include any restoration required to the crossings of PRoW/ or public highway on the construction route. Landscaping is then undertaken and its establishment managed. Depending on works timing, seasonally dependent landscaping, may be undertaken concurrently with the site preparation and earthworks stages of works where outside of the solar farm permiter fencing.

Testing and Commissioning

5.22. The Proposed Development would go through a stage of testing prior to being commissioned and the first electricity generated and supplied to the National Grid. This is likely to involve mechanical and visual inspection of the Proposed Development, as well as electrical and equipment testing. The relevant installation, safety and compliance certificate are issued prior to the first export of electricity from the Proposed Development.

5.23. The specific works order and sequencing will be developed further by the appointed Principal Contractor following the grant of permission.

6. CONSTRUCTION TRAFFIC MANAGEMENT

6.1. An Outline Construction Traffic Management Plan (oCTMP) has been prepared for pre-application consultation as traffic management was a key consideration in the emerging design of the Proposed Development and identification of suitable construction access routes.

6.2. Highways mitigations will be implemented during the construction phase in accordance with the final CTMP, to be approved by the Local Planning Authority (LPA). This process will be secured by an appropriately worded planning condition attached to the permission. These will ensure temporary construction effects are mitigated as far as practicable to reduce effects.

6.3. The format of the oCTMP is as follows:

- Site context, including highway safety.
- Site access arrangements.
- Routing for construction traffic.
- Vehicle numbers, size and frequency; and
- Proposed mitigation measures, including a highway condition survey.

Construction Traffic Routing Strategy

6.4. All construction traffic, including Heavy Goods Vehicles (HGVs) and workforce vehicles, will utilise a single agreed routing strategy developed in consultation with Monmouthshire County Council (MCC), Newport City Council (NCC), and Torfaen County Borough Council (TCBC).

6.5. The approved construction route is as follows:

- M4 (J25A) → A4042 northbound;
- A4042 to Turnpike Roundabout;
- B4236 Caerleon Road; and
- Entry to the Site via Site Access 1 and a dedicated haul road.

6.6. All construction vehicles will arrive and depart via this route in order to

- Avoid routing through Caerleon and designated Air Quality Management Areas (AQMAs);
- Minimise use of unsuitable rural lanes; and

- Reduce impacts on sensitive receptors and constrained junctions.

6.7. Drivers will be briefed on the approved route and will not rely on satellite navigation systems.

Site Access Arrangements

6.8. A hierarchical access strategy will be implemented to control construction traffic movements:

6.9. Primary Access (Site Access 1):

- All HGV traffic will enter and exit the Site via a purpose-built access from the B4236 connected to a dedicated haul road.
- The haul road will provide direct access to the Primary Construction Compound.

6.10. Secondary Access Points:

- Existing and upgraded agricultural accesses will be used by smaller vehicles (e.g. tractor and trailer).
- No HGVs will utilise these secondary access points.

Construction Compounds and Internal Movements

6.11. The Site will include one Primary Construction Compound and two Secondary Compounds to facilitate construction activities and manage logistics

- HGV deliveries will be directed to the Primary Compound, where loads will be offloaded.
- Materials and equipment will then be distributed internally across the Site using smaller vehicles, including tractor and trailer units, minimising off-site movements.

Construction compounds will include:

- Welfare and office facilities;
- Storage areas for materials and equipment;
- Designated vehicle parking;
- Wheel washing facilities; and
- Sufficient space for vehicle manoeuvring and unloading.

6.12. No contractor or delivery vehicle parking will be permitted on the public highway or access tracks outside the Site boundary.

Construction Traffic Volumes and Programme

6.13. The construction phase is anticipated to last approximately 12–18 months. Construction traffic is expected to comprise:

- Approximately 408 HGV deliveries (816 two-way movements); and
- Additional movements associated with tractor and trailer distribution across the Site.

6.14. On average, this equates to approximately one to two HGV deliveries per day, increasing to around two deliveries per day during peak periods.

6.15. The construction workforce is expected to peak at up to 150 personnel. Where practicable, worker trips will be minimised through the use of shared transport and minibuses.

Traffic Management and Mitigation Measures

6.16. A range of mitigation measures will be implemented to manage potential effects on the highway network:

- A delivery scheduling and call-ahead system to regulate vehicle arrivals;
- Prohibition of HGV waiting on the public highway;
- Temporary construction signage in accordance with relevant regulations, provided bilingually;
- Driver briefings and route adherence protocols;
- Procedures to suspend deliveries during unforeseen events (e.g. road closures or emergencies);
- Compliance with the Highway Code, including requirements relating to emergency vehicles.

Public Rights of Way

6.17. Public Rights of Way (PRoWs) within and adjacent to the Site will be managed to ensure continued safe use:

- All PRoWs will remain open and accessible throughout construction;
- Controlled crossing points will be established where construction traffic interacts with PRoWs;
- Temporary fencing, signage, and, where required, banksmen will be used to ensure user safety.

Pollution Prevention and Site Cleanliness

6.18. Measures will be implemented to minimise dirt and debris on the highway network:

- Wheel washing facilities will be provided where necessary;
- The condition of local roads will be monitored, with road sweepers deployed if required;
- All construction traffic will operate in a manner that prevents mud or debris deposition on the public highway.

6.19. Further information on pollution prevention is set out in Section 9 of this document.

Highway Condition Surveys

6.20. A programme of highway condition surveys will be undertaken:

- A pre-construction survey to record baseline conditions;
- A post-construction survey to identify any damage attributable to construction activities; and
- Implementation of any necessary remedial works.

7. ECOLOGY MANAGEMENT

7.1. A Landscape and Ecology Management Plan (LEMP) has been prepared has been prepared for pre-application consultation detailing mitigation and enhancement requirements during the construction and operational phases of the Proposed Development, and a management framework during the operational phase.

General Principles

7.2. During construction a Ecological Clerk of Works (ECoW) shall be appointed prior to commencement of works. The ECoW will provide toolbox talks to site personnel; supervise sensitive works (e.g. vegetation clearance, works near watercourses); undertake pre-construction checks and advise on compliance with ecological mitigation measures.

7.3. Pre-construction ecological surveys shall be undertaken where required to confirm baseline conditions and species presence. Working areas and exclusion zones shall be clearly demarcated on site.

7.4. A sensitive lighting plan and pollution prevention measures shall be agreed prior to construction.

7.5. Ecological exclusion fencing shall be installed where required.

7.6. Habitats to be retained (e.g. hedgerows, woodland, watercourses) shall be clearly marked and protected. Root protection areas shall also be demarcated.

7.7. A precautionary approach shall be adopted where protected species are assumed present (e.g. reptiles, dormouse).

7.8. Where incursions into Root Protection Areas (RPAs) to construct site roads are more significant, including where site roads directly impact tree groups, the road is to be constructed using a semi-permeable no-dig cellular confinement system. This methodology limits direct damage to roots by building up ground levels rather than down into the ground and limits compaction damage whilst the road is in use. The construction of the no-dig road within the RPAs is to be undertaken in accordance with an approved Arboricultural Method Statement (AMS) which may include an Arboricultural Watching Brief at time of installation. Collaboration between the project arboriculturist and transport consultants during the ongoing design process will ensure that the no-dig roads are of sufficient design and specification to continue to function when used by heavy plant and machinery required to complete the project.

Habitat Protection and Vegetation Clearance

7.9. Vegetation clearance shall:

- Be minimised and undertaken on an avoidance-first basis;

- Avoid the bird nesting season (March–August inclusive), unless a check by a qualified ecologist confirms absence of active nests;
- Be undertaken under ecological supervision where required.

7.10. Hedgerows and woodland shall be retained wherever possible and protected from accidental damage.

Species Protection Measures

Bats

- Trees with bat roost potential shall be categorised according to suitability;
- Trees with high roost potential shall be avoided.
- Trees of lower suitability shall be soft-felled under ECoW supervision.
- Lighting shall be designed to avoid illumination of flight paths, hedgerows and woodland edges and be directional, low-level and used only where necessary.

Badger

- Pre-construction checks for badger setts shall be undertaken.
- Appropriate buffers around any active setts shall be implemented.

Otter and Watercourse Species

- Watercourses shall be protected, and in-stream obstruction avoided.
- Mammal movement shall be maintained through:
- Installation of mammal gates in fencing.

Dormouse (Precautionary Approach)

- Dormouse shall be assumed present within suitable habitat.
- Vegetation clearance shall be undertaken using precautionary methods (RAMS approach).
- Hedgerow connectivity shall be retained

Birds

- Vegetation clearance shall avoid the nesting season or be subject to ecological checks.
- Disturbance to breeding and wintering birds shall be minimised through timing controls; retention of habitat and buffer zones where necessary.

Reptiles and Amphibians (Precautionary Approach)

- Presence shall be assumed where suitable habitat exists.
- Precautionary working methods shall be implemented during ground clearance.

8. SOIL MANAGEMENT

8.1. An Outline Soil Management Plan (oSMP) has been prepared for pre-application consultation setting out the key principles and considerations for the handling of soils for the development.

8.2. Soil handling and management will be implemented during the to minimise disturbance to soils and to ensure, so far as possible that restoration of disturbed land is to the same ALC grade following construction works or at decommissioning, whichever is relevant.

8.3. The final SMP will be approved by the Local Planning Authority (LPA). This process will be secured by an appropriately worded planning condition attached to the permission.

General Principles

8.4. Soil management during construction will be based on the following key principles:

- Undertaking works at appropriate times (i.e. when soils are sufficiently dry);
- Retaining soil profiles, including separation of topsoil and subsoil;
- Avoiding soil compaction through careful management of plant and vehicle movements; and
- Implementing appropriate remediation where localised compaction or disturbance occurs.

Construction Timing and Weather Constraints

8.5. Construction activities involving soil handling, stripping, trafficking or excavation will be undertaken when ground conditions are suitable.

- Soil conditions are typically unsuitable between November and March, when soils are most likely to be saturated.
- Works during this period will be avoided where practicable or will be subject to strict soil condition testing and supervision.
- Activities will be paused following heavy rainfall or where soils exhibit signs of plasticity, rutting or smearing.

8.6. The programme will be designed to prioritise earthworks during drier periods (generally spring to early autumn).

Soil Suitability Testing

8.7. Prior to and during soil handling activities, soil condition will be assessed using field-based suitability tests.

- Soil will be considered unsuitable where it can be moulded into a stable ball or "sausage" without crumbling (i.e. too wet).
- Soil will be suitable where it breaks or crumbles under light pressure
- Subsoil conditions will also be assessed prior to trenching; trenching will not proceed where subsoils are wet and prone to smearing

8.8. Soil suitability checks will form a formal "hold point" in the construction process.

Soil Stripping, Storage and Handling

8.9. Topsoil and subsoil will be stripped, handled and stored in accordance with best practice guidance and the SMP.

- Topsoil will typically be stripped to a depth of approximately 300 mm, unless otherwise specified.
- Topsoil and subsoil will be stored separately and clearly identified.
- Soil stripping will be undertaken only when soils are sufficiently dry.

8.10. Temporary storage of soils will comply with the following:

- Bund heights restricted to:
  - up to approximately 1 m if soils are wet;
  - up to approximately 2 m where soils are dry.
- Soil storage areas located outside flood risk areas;
- Soil stored for extended periods will be seeded to prevent erosion and maintain structure.

Plant Movements and Compaction Control

8.11. Compaction associated with construction plant and vehicles will be minimised through:

- Restricting vehicle movements to designated access routes and tracks;
- Avoiding trafficking on exposed soil during unsuitable conditions;
- Use of low ground pressure or tracked machinery where practicable; and
- Monitoring rutting and ground condition during works.

8.12. Works will be halted where:

- rutting exceeds acceptable levels (indicatively c. 100 mm); or

- soils exhibit smearing or deformation indicative of wet conditions.

Construction Method Controls

Tracks and Compounds

- Topsoil will be stripped and stored locally prior to installation of temporary or permanent tracks.
- Geotextile membranes and aggregate layers will be used to prevent mixing of soils.
- Stored soils will be retained adjacent to works for subsequent reinstatement.

Trenching and Cabling

- Topsoil (c. 0–30 cm) and subsoil will be excavated and stored separately.
- Material will be reinstated in reverse order, with subsoil replaced first, followed by topsoil.
- Trenching will only be undertaken when both topsoil and subsoil are suitable for handling.

Drainage Protection

8.13. Prior to construction, reasonable efforts will be made to identify existing field drainage systems.

8.14. Where drainage systems are encountered or damaged:

- they will be repaired or replaced during construction;
- methods may include reconnection or installation of replacement drains.

Restoration and Remediation

8.15. All temporary works areas will be restored progressively and following completion of construction.

- Compacted or disturbed soils will be remediated using appropriate cultivation techniques (e.g. subsoiling, harrowing).
- Surfaces will be levelled and reseeded where required.
- Restoration works will be undertaken in suitable ground conditions.

8.16. The Applicant commits to reinstating soils to their original depth and restoring land to a comparable ALC grade.

9. POLLUTION PREVENTION

Pollution & Spillages

9.1. To avoid pollution incidents which may impact the watercourses within or adjacent to the application site, and designated sites located downstream, measures for the safe storage of chemicals and materials shall be implemented.

9.2. Any potential contaminants (fuel, oils and chemicals) used during construction will be stored in designated compounds on an impermeable surface, at least 50m from any watercourse. These will be securely locked away when not in use.

9.3. Where bunds or similar containment systems are used at fuel/chemical/COSHH storage and handling areas, they should be sized to hold 110% of the capacity for a single container/drum/tank, or where there is more than one container/drum/tank, not less than 110% of the largest container or 25% of their aggregate capacity, whichever is the greater. This is in line with CIRIA guidance.

9.4. Appropriate pollution control measures will be employed in accordance with those outlined in the NetRegs document Guidance for Pollution Prevention (GPP) 5: Works and maintenance in or near water (February 2018). Although not endorsed by Natural Resources Wales (as NRW do not currently provide good practice guidelines following the withdraw of Pollution Prevention Guidelines (PPG) 5), measures in this document (accessed at: http://www.netregs.org.uk/media/1418/gpp-5-works-and-maintenance-in-or-near-water.pdf) should nevertheless be followed in order to prevent pollution of the nearby watercourses and ensure any pollution events are dealt with swiftly.

9.5. A spill kit must be kept on site with sand, earth or commercial products for the containment of fuel and other material spillages. All staff will receive appropriate training in the use of these kits and are to be made aware of where the kit is stored.

9.6. A detailed pollution/spill response plan will be kept within the site office.

9.7. In the event of an accidental spillage, the following procedures will occur:

- The source of the spill will be stopped and any surrounding site personnel informed
- The Site Environmental Lead will be informed immediately
- The spill will be contained through use of a spill kit or other available materials
- If the spill occurs close to a watercourse or other sensitive habitat, measures will be taken to ensure that the spill does not affect this area (this may include covering with ground mats, creation of a bund or channel)
- If required, the Site Environmental Lead will contact NRW to inform them of the situation.

9.8. Machinery, plant and vehicles have the potential to cause pollution via hydrocarbon contamination. All vehicles and plant used for construction must be maintained to good working order to ensure that there is minimal risk for potential fuel or oil leaks within the application site. Refuelling of any plant and site-based vehicles will be carried out by a suitable qualified person to ensure that potential pollution incidents are prevented, and a quick response plan is implemented should a spill occur. Fuel delivery and refuelling will take place in the construction compound(s).

Noise Pollution

9.9. 'Best Practicable Means' should be employed across the construction phase to ensure impacts are minimised. These measures should include:

- Equipment should be turned off when not in use and no vehicle idling should be permitted within the construction site including construction yards etc;
- Where possible all noisy plant and equipment should be replaced with less noisy alternatives;
- All plant should be properly maintained, and all noise control measures be properly employed i.e. exhaust silencers fitted, vehicle panels closed etc;
- All panel frame supports are to be rammed or push driven. Pre-auguring can be used to facilitate this. Where ground conditions do not allow this, alternative methods should be selected with a view on their potential noise emissions. Impact driven supports should be viewed as a last resort;
- Do not drop materials i.e. access road surface materials etc, from excessive heights. Where necessary consider screens around material drop areas;
- Where no other practicable means are available, the use of appropriately designed, temporary acoustic screens can be considered for noisy works close to residential properties;
- Construction traffic should be timed and routed to minimise the impact to local residents; and,

9.10. Noise monitoring should be carried out in the event of valid complaints.

9.11. In accordance with BS 5228, the Principal Contractor would be required to implement a process for addressing any noise complaints during the construction period. Complaints would be recorded along with details of any appropriate remedial action within a complaints register. These records would be available upon request for inspection by the relevant Local Planning Authority. Any enquires received, irrespective of whether a complaint or request for information, would be dealt with in a timely manner. Any complaints received are to be recorded into the register within 24 hours. The complainant would be notified of any findings relating to the complaint.

Hydrocarbon Contamination

9.12. Machinery, plant and vehicles have the potential to cause pollution via hydrocarbon contamination. All vehicles and plant used for construction must be maintained to good working order to ensure that there is minimal risk for potential fuel or oil leaks within the site. Refuelling of any plant and site-based vehicles will be carried out by a suitable qualified person to ensure that potential pollution incidents are prevented, and a quick response plan is implemented should a spill occur. Fuel delivery and refuelling will take place in the temporary construction compounds.

10. DUST AND EMISSION MITIGATION

10.1. Residential areas potentially exposed to dust may be present in close proximity to the site and will be regarded as sensitive receptors during construction period. The following three principles are well established and are central to the control measures suggested in this guidance. They follow a hierarchy to control the emissions of dust and other emissions to air, and reduce human exposure:

- Prevention
- Suppression
- Containment

10.2. These principles are embedded in this document and are promoted in a way that is appropriate to the scale of a particular development and the potential exposure of site workers, residential areas and other susceptible receptors. Dust can be created from movement of construction traffic and from general construction activities and can be carried by prevailing winds impacting upon the local area. Construction traffic carrying loose material will be covered to reduce dust generation. This measure will be combined with wheel washing at site access points. A water bowser will be provided for dust suppression on site if necessary and areas of concern can be 'dampened down' during periods of dry weather. If necessary, arrangements will be made for sweeping public highways in the vicinity of the site access using a standard road sweeper.

10.3. The Project Manager will be responsible for determining if additional measures will be required.

10.4. A site log book will be used to record details and actions taken in response to exceptional incidents or dust causing episodes.

10.5. It is considered that employment of construction best practice should ensure that no problematic dust or PM10 concentrations occur during the construction process.

10.6. IAQM guidance outlines a number of site-specific mitigation measures based on the assessed site risk. The measures are grouped into those which are 'highly recommended' (i.e. should be employed) and those which are 'desirable' (i.e. should be considered under best practice).

10.7. As the application site is classed as low risk the following mitigation measures are highly recommended:

10.8. With respect to communications:

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

10.9. With respect to site management:

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.

10.10. With respect to monitoring:

- Carry out regular site inspections to monitor compliance with the Final CEMP, record inspection results, and make an inspection log available to the local authority when asked.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

10.11. With respect to preparing and maintaining the application site:

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.

10.12. With respect to operating vehicle/machinery and sustainable travel:

- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.

10.13. With respect to operations:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

10.14. With respect to waste management:

- Avoid bonfires and burning of waste materials.

10.15. Additionally, as the application site is classed as low risk the following mitigation measures are desirable:

10.16. With respect to preparing and maintaining the application site:

- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

10.17. With respect to operating vehicle/machinery and sustainable travel:

- Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate).
- A speed limit of 10mph is set on where the surfaced areas cross Public Rights of Way.

10.18. With respect to operations:

- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

10.19. As the application site is classed as low risk for earthworks no mitigation measures are required with respect to earthworks.

10.20. As the application site is classed as low risk for trackout the following mitigation measures are desirable:

- All site access roads are to be assessed daily in terms of transient dust, with roads to be dampened down where required.
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.

- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

- Record all inspections of haul routes and any subsequent action in a site log book.

- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

11. SEGREGATION OF CONSTRUCTION WASTE & WASTE MANAGEMENT PLAN

11.1. Key environmental consideration for construction sites include the reduction of waste and the re-use of recycling of waste materials. Waste such as packaging, plastic, pallets, metal, general waste, etc, will be segregated on site and removed from site by an appointed waste contractor(s) for either reuse, recycling or disposal. All equipment associated with the development would be manufactured off site and delivered to the development site in appropriate packaging.

Implementation

11.2. Prior to the commencement of the proposed development a member of the on-site construction management staff will be assigned the role of Construction Waste Manager. The Construction Waste Manager will be in charge of preparing and implementation of the objectives of the Site Waste Management Plan (SWMP), ensuring that all hired waste contractors have the necessary authorisations and that the waste management hierarchy, waste segregation arrangements and waste collection arrangements are adhered to. The person nominated will have authority so that they can ensure everyone working on scheme adheres to the SWMP. The SWMP will form part of the final DEMP.

Waste Management Hierarchy

11.3. The waste management hierarchy sets out the most efficient way of managing waste in the following order:

- Prevention and Minimisation - The primary aim of the SWMP will be to prevent and thereby reduce the amount of waste generated at each stage of the project.
- Reuse of Waste - Reusing as much of the waste generated on site as possible will reduce the quantities of waste that will have to be transported off site to recovery facilities or landfill, for example reusing wooden pallets.
- Recycling of Waste - There are a number of established markets available for the beneficial use of construction waste such as using waste aggregate as fill for new access roads.

11.4. At all times during the implementation of the SWMP, disposal of waste to landfill will be considered only as a last resort.

11.5. The expected waste types arising during the construction phase are expected to be:

Materials type	Example	Waste Classification Code
Cables	Electrical wiring offcuts, Copper, aluminium	17 04 01

		17 04 02
Cardboard	Boxes and cartons	15 01 01
Composite packaging	For transportation to site.	15 01 05
Metals	Copper, aluminium, iron and steel (mixed metals)	17 04 07
Inert materials	Sand, stone, aggregates	17 01 07
Mixed municipal waste	Daily canteen waste from construction workers, miscellaneous	20 03 01
Plastic packaging	Packaging with delivery of equipment	15 01 02
Wooden packaging	Boxes and pallets	15 01 03
Soil & stone	Soils and subsoils	17 05 04
Staff welfare facilities	Foul water / waste	20 03 04
Street-cleaning residue	Cleaning of local roads	20 03 03

Waste Arisings

11.6. Construction waste will arise on the proposed development mainly from unavoidable construction waste, including material surpluses and damaged materials and packaging waste.

11.7. Appropriate measures will be taken to ensure excess waste is not generated during construction, including:

- Ordering of materials will be on an 'as needed' basis to prevent over supply to site. Co-ordination is required with suppliers enabling them to take/buy back surplus stock.
- Purchase of materials pre-cut to length to avoid excess scrap waste generated on site.
- Request that suppliers use least amount of packaging possible on materials delivered to the site.

- Ensuring correct storage and handling of goods to avoid unnecessary damage that would result in their disposal.
- Ensuring correct sequencing of operations.
- Use reclaimed materials in the construction works.
- Waste Storage, Containment and Segregation.

12. OTHER CONSIDERATIONS

Control of Lighting

12.1. Depending on the time of year, some artificial lighting may be required to facilitate safe working environments during the working hours. Any artificial lighting would be limited to winter to reflect the shorter daylight hours.

12.2. A sensitive lighting strategy will be developed and any lighting will be deployed in accordance with the following recommendations:

- Use of lighting will be minimised to that required to achieve safe site operations;
- Use of any portable lighting will utilise downward directional fittings to minimise outward light glare. Construction vehicles will use dipped headlights.
- Key habitat corridors for bats, including hedgerows and woodland edge, will remain unlit. These restrictions are to be applied during the bat activity season which is from April to October (inclusive)
- Any out-of-hours working requiring lighting will be subject to prior agreement with the LPA.

Water Protection

Water Quality Protection

12.3. Prepare and implement a Construction Surface Water Management Plan (CSWMP) to manage runoff, drainage pathways and water quality.

12.4. Install a temporary construction drainage network prior to works, maintained throughout construction. Temporary drainage systems must prevent untreated, silt-laden runoff entering watercourses under any circumstances.

12.5. Prevent silt migration from excavations and construction activities into nearby watercourses via appropriate pollution prevention measures.

12.6. Incorporate SuDS features to manage runoff and water quality, including:

- swales (for conveyance, attenuation and treatment)
- permeable surfaces (e.g. access tracks)
- attenuation features (basins/ponds where required)

Sediment & Runoff Control Measures

12.7. Implement sediment control measures such as:

- earth bunds

- silt fences
- straw bales
- proprietary treatment systems

12.8. Ensure runoff is treated before discharge to any drainage system or watercourse.

12.9. Construct access tracks using permeable materials to allow infiltration and reduce runoff.

12.10. Ensure any runoff from temporary construction areas or infrastructure is captured and managed via drainage strategy

Protection of Watercourses

12.11. Maintain 7m buffer / easement from ordinary watercourses, except at crossing points.

12.12. Design and construct watercourse crossings so they:

- do not impede flows
- accommodate design flood events (incl. climate change allowance)

12.13. Ensure construction works do not alter flow regimes or damage riparian areas

Storage

12.14. All materials necessary to construct the Proposed Development will be stored within the temporary construction site compound or secondary compounds located throughout the Site. Materials will be stored only for a short time period prior to being utilised on site after being delivered at regular intervals. Certain equipment may also be delivered directly to their install location within the site location such as MV Stations which are required to be directly unloaded onto foundations.

12.15. All materials will be stored appropriately and in a safe manner. For example, fuel for construction plant and equipment and other flammable materials, will be stored within bunded containers, located away from sources of accidental ignition and accordance with all applicable legislation and guidance. The Site and temporary construction site compounds will be kept to a good standard of tidiness.

12.16. Storage of substances will always be undertaken in accordance with the applicable legislation to the substance being stored for use during the construction phase.

Management and Movement of Concrete

12.17. Ready-mix concrete will be used for the substation and transformer foundations and as such concrete will not be batched on site. If the truck cannot discharge directly into the works, then transport to move the concrete from the delivery truck to the works must be provided. On completion of discharge and before the truck returns to public highway the discharge chute will be cleaned. The Principal Contractor will provide

suitable facilities, such as lined skip, within the construction compound. The ready-mix concrete delivery lorries will then return to the batching plant for washout. Excess concrete will be sent back to the batching plant. To prevent pollution, it is important that all concrete pours are planned in advance and that specific procedures are adopted where there may be a risk of surface water or groundwater contamination.

Crushing / Screening of Materials On-Site

12.18. Construction does not involve the use of a mobile unit for crushing / screening of material on site.

Open cut trenches

12.19. The preferred method of laying cables is by burying them in an open-cut trench. However, sections of the cable run will be laid using non-open cut techniques.

12.20. For open trenches, the trench will be progressively dug using excavators and the excavated soil will be placed adjacent to the trench. Excavated soil will generally be stored on the opposite side of the working area from topsoil and there shall be no mixing of topsoil and subsoil. Dependent on the structure of the subsoil it may be necessary to excavate some areas in distinct layers and backfill the material in the same structured layers once the pipe is installed.

12.21. Once the trench is in an acceptable depth and condition to receive the cables; lower and lay operations can commence. Occasionally it may be necessary to remove water from the trench and excavations and this is carried out using portable pumps. As a precautionary measure, a sloping plank or ramp will be left in any excavations deeper than 1m which are to remain open overnight, to avoid trapping any badgers that may access the excavation.

12.22. Backfilling commences progressively to keep up with lower and lay activities so that excavations are kept open no longer than necessary and that the length of open trench is minimised. Backfill will progress in layers with each layer compacted sufficiently to prevent subsidence in the future. Part way through the backfill process heavy duty warning tape may be laid as a protection measure against the possibility of damage to the cabling works from any future excavation activities.

12.23. For non-open cut techniques such as horizontal directional drilling (HDD), often under watercourses, the following good HDD practices are outlined:

- Reflect known ground conditions to select a specific route and depth through
- the most homogeneous geological conditions possible;
- Casing of weaker un-cohesive layers to reduce bentonite breakout;
- Use as low a concentration of bentonite as reasonably practicable;
- Operatives to monitor the drilling for evidence of breakout and cease drilling and seal fissures or voids if applicable, as required;

- Monitoring of drilling fluid returns and volumes to help identify losses;
- Retain a stock of sandbags and pumps on site to contain breakout and dispose accordingly;
- Bentonite water slurry will be stored in the launch pits and transported to a registered disposal site(s); and,
- HDD wastewater (including bentonite) will be incarcerated within the launch pit and transported to a specialised local facility for disposal.

Unexpected Contamination

12.24. Should unexpected or more widespread contamination be noted during the construction phase, further assessment may be required and should be undertaken by a suitably experienced geo-environmental consultant to reappraise the potential risks.

Foul Waste

12.25. During the construction phase, 'Porta-loo' type facilities, or equivalent, will be used and emptied by a waste contractor, therefore nullifying any potential effects on drainage ditches and watercourses.

Local Community Responsibility

12.26. The Project Manager will manage and co-ordinate on-site environmental activities and act as a point of contact for local residents. Liaison between the Contractor and local residents will seek to ensure that any concerns are resolved quickly.

13. Implementation

13.1. The Project Manager will be responsible for briefing the Construction Environmental Management Plan to construction staff; fulfilling environmental obligations on site; attending to any on-site environmental incidents or concerns; reporting and monitoring any environmental incidents; and ensuring waste management procedures are followed.

13.2. The final CEMP will set out all roles, responsibilities and actions required in respect of implementation of the measures described within this Outline CEMP, including:

- An organogram showing team roles, names and responsibilities;
- Training requirements for relevant personnel on environmental topics;
- Information about on-site briefings and Toolbox Talks that will be used to equip relevant staff with the necessary level of knowledge to follow environmental control procedures;
- Measures to advise employees of changing circumstances as work progresses;
- Communication Strategy (internal and external);
- Procedures for dealing with complaints;
- Procedures for monitoring, inspections and reporting of site operations;
- Document control; and
- Environmental emergency procedures.

14. Monitoring and Reporting

Process for Monitoring, Inspections and Audits

14.1. Monitoring and reporting will be undertaken for the duration of the construction phase in order to demonstrate the effectiveness of the requirements and measures set out in the final CEMP and related construction controls and allow for corrective action to be taken where necessary.

14.2. As part of the monitoring process the designated Environmental Lead will be present on site throughout construction. The Project Manager/Environmental Lead will observe site activities and report any deviations from the final CEMP, along with the action taken and general conditions at the time. The Client will be informed of any deviations from the final CEMP as soon as possible following identification of such issues, and if required further follow up will be sought. The Project Manager/ Environmental Lead would act as day-to-day contact with relevant local authorities and other regulatory agencies such as the Environment Agency.

14.3. During construction, the Environmental Lead will conduct walkover surveys to ensure all requirements of the final CEMP are being met. Action from these surveys will be documents on an Environmental Action Schedule, discussed with the Site Manager for programming requirements and issued weekly for actioning.

14.4. The Environmental Lead will also arrange regular formal inspections and audits, including a review of the measures secured in the final CEMP, to ensure the requirements of the CEMP are being met. Details of monitoring, inspection and audits to be undertaken will be provided in the final CEMP.

14.5. After completion of the works, the Environmental Lead will conduct a final review.

Records

14.6. Records will be managed through the Quality and Safety Management Systems (QMS) and the Environmental Management System (EMS) of the Principal Contractor which will be certified in line with the ISO 14001 standards.

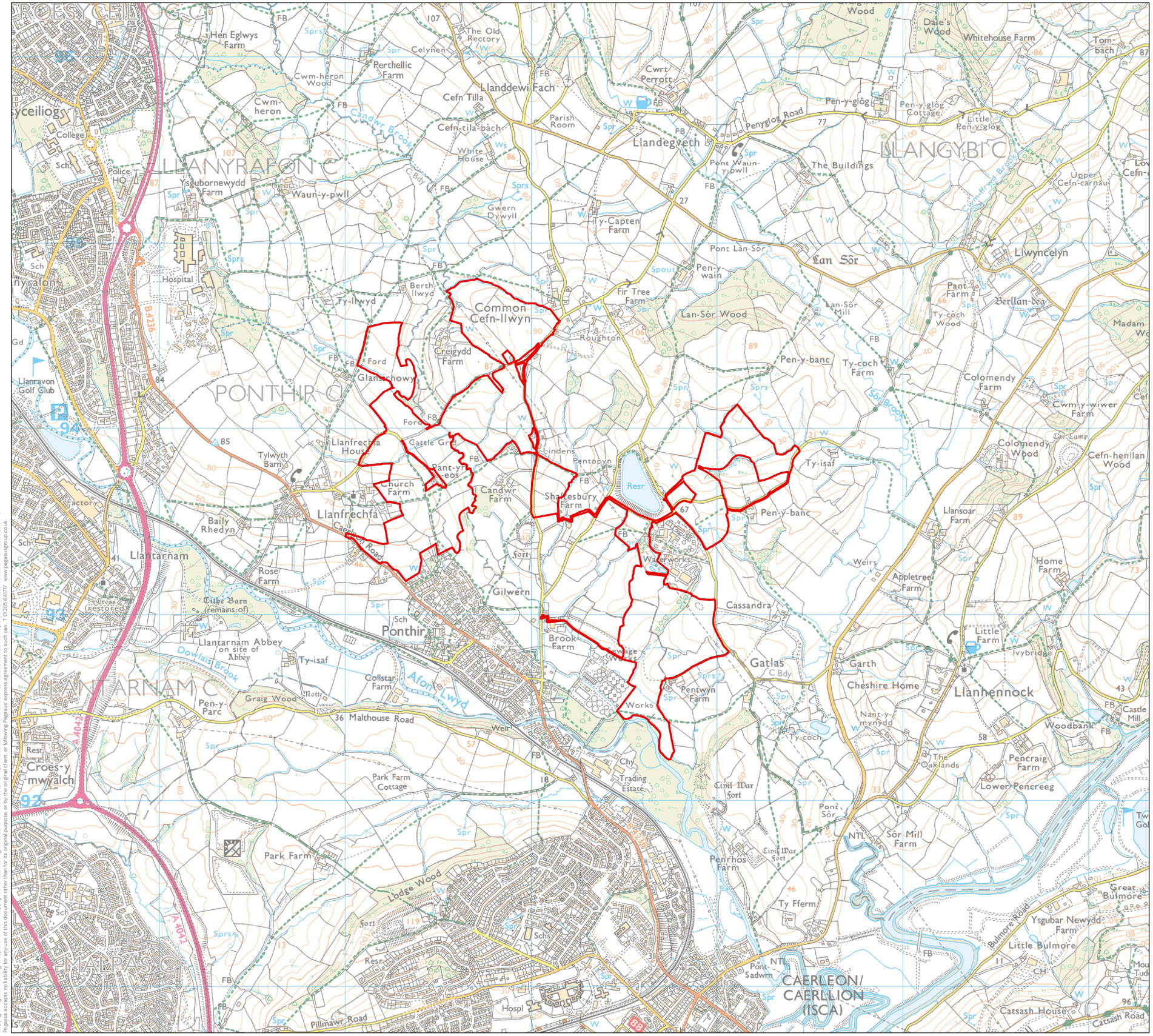
14.7. The Environmental Lead will retain records of all monitoring, inspections and audits and records related to environmental issues at the Site. Documents shall be stored in a suitable manner and backups created to safeguard the records. These records will include:

- Results of routine site inspections by Environmental Lead;
- Environmental surveys and investigations;
- Environmental Action Schedule;
- Environmental equipment test records;
- Licenses and approvals; and

- Corrective actions taken in response to incidents, breaches of the approved Construction Environmental Management Plan(s) or complaints received from a third party.

14.8. The final CEMP will be updated if it is necessary to add additional control measures, with a full review as required throughout the construction period. Existing control measures and mitigation will not be amended without prior agreement with the local authorities.

Appendix 1 – Site Location Plan



KEY

Site Boundary

REV	DATE	DESCRIPTION
-	-	-

SITE LOCATION PLAN

CANDWR SOLAR FARM

CANDWR SOLAR FARM LIMITED

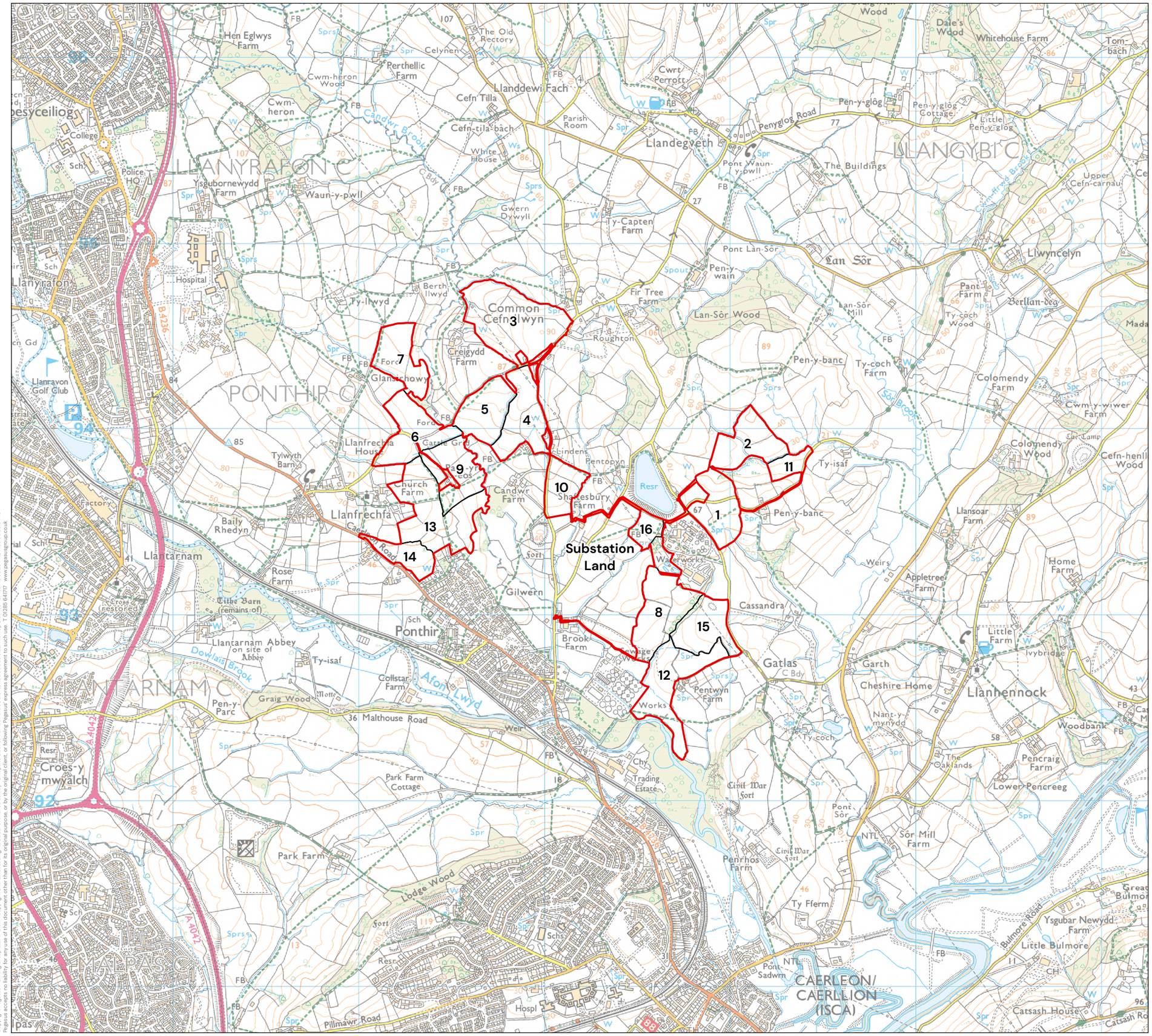
DATE	SCALE	DRAWN	APPROVED
01/06/2026	1:20,000@A3	CS	EHF

SHEET	REV	N	0	0.5 KM
-	H			

DRAWING NUMBER
P24_2075_EN_01

PEGASUS GROUP

Appendix 2 – Land Parcel Plan



KEY

- Site Boundary
- Field Boundaries

REV	DATE	DESCRIPTION
-	-	-

FIGURE 3.2: LAND PARCEL PLAN

CANDWR SOLAR FARM

CANDWR SOLAR FARM LIMITED

DATE	SCALE	DRAWN	APPROVED
29/06/2026	1:20,000@A3	CS	EHF

SHEET	REV	N	0	0.5 KM
-	H			

DRAWING NUMBER
P24_2075_EN_11

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