Appendix A.6

Outline Decommissioning Environmental Management Plan

Bodelwyddan Solar and Energy Storage

Outline Decommissioning Environmental Management Plan

June 2025

Prepared for:
Bodelwyddan Solar & Energy Storage Limited

Prepared by:
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Project Number:
333101605

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
01	Draft	HK	June 2025	CD	July 2025	-	-
02	Final	HK	Sept 2025	CD	Sept 2025	VR	Sept 2025

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Glossary

Applicant-	Bodelwyddan Solar & Energy Storage Limited
CCBC -	Conwy County Borough Council
CDM -	Construction, Design and Management (with the relevant regulations contained in the 215 Regulations document)
DEMP –	Decommissioning Environmental Management Plan – a document reporting a series of interventions to control the impact of decommissioning
CWTP -	Construction Worker Travel Plan
DCC-	Denbighshire County Council
EA -	Environmental Agency
ECoW -	Environmental Clerk of Works
EHO -	Environmental Health Officer
HGV -	Heavy Goods Vehicle
LGV -	Light Goods Vehicle
LPA -	Local Planning Authority (CCBC and DCC – see below)
Mitigate -	to control or reduce the severity – in terms of the DEMP, the measures implemented to reduce the decommissioning impact
NMWTRA-	Mid Wales Trunk Road Agent
Principal Contractor -	the main contractor appointed by the Applicant to deliver the works
PRoW -	Public Right of Way
DCWW -	Dwr Cymru Welsh Water

1 Introduction

1.1 Background

1.1.1 Stantec UK Ltd (Stantec) has been commissioned by Bodelwyddan Solar & Energy Storage Limited (the Applicant) to prepare an Outline Decommissioning Environmental Management Plan (DEMP) for a proposed solar photovoltaic electricity generating system and battery energy storage system ('BESS'), associated solar arrays, inverters, transformers, cabling, substations, access tracks, landscaping, ecological enhancement areas and associated ancillary development (herein 'The Proposed Development') on land near Bodelwyddan, North Wales (hereinafter referred to 'the Site'). The Site is located cross-boundary within the administrative boundaries of Conwy County Borough Council (CCBC) and Denbighshire County Council (DCC).

1.1.2 This Outline DEMP (referred to from here as 'The oDEMP') outlines the controls that will be implemented to prevent and mitigation effects during the decommissioning of the Proposed Development. The nature of the decommissioning activities and the potential for effects is anticipated to be similar to construction. The oDEMP will therefore include similar measures to those included in the outline Construction Environmental Management Plan (oCEMP).

1.1.3 The oDEMP is submitted for approval as part of the planning application and sets out the principles and outline strategy for decommissioning. A detailed DEMP would be devised (in accordance with the oDEMP) towards the end of the operational life of the development and would need to be submitted for approval by the LPA ahead of decommissioning, secured by a suitably worded planning condition.

1.2 Purpose of this Document

1.2.1 A DEMP is the lead management document that defines the procedures for achieving the objectives set out in relevant environmental legislation and planning policy, best practice and identified performance targets for the project.

1.2.2 The DEMP will adhere with regulations and guidance applicable at the time, but is expected to include:

- An overview of the Proposed Development, relevant decommissioning activities and programme;
- Clear description of the controls and mitigation measures to prevent or reduce potential adverse effects;
- Monitoring measures to ensure effectiveness of the controls and mitigation;
- Corrective action procedure; and
- Links to other complementary plans and procedures associated with the decommissioning phase.

1.2.3 The planning documents and supporting technical documents which have been used to inform this DEMP have considered relevant local policy requirements in relation to decommissioning impacts associated with each discipline.

1.2.4 The decommissioning procedures specified in this document will be reinforced on site through the Principal Contractor's detailed method statements. The Principal Contractor will inform site operatives and any sub-contractors of the requirements of their detailed method statements as necessary and ensure that they are implemented by the operatives and any sub-contractors.

1.2.5 The Principal Contractor should comply, as a minimum, with applicable environmental legislation at the time of decommissioning. For this reason, the applicable statutory requirements are not repeated within this DEMP. Further guidance on specific areas, such as soil handling and dust management, will be considered from industry best practice guidance documents as set out in each discipline section. The references to guidance documents within this document are not intended to be exhaustive.

1.2.6 In summary, the objectives of this DEMP are to:

- Reduce (eliminating where practicable) the adverse effects of the decommissioning of the Proposed Development;
- Document the controls to be adopted during decommissioning;
- Enable agreement with the relevant approval authorities on mitigation measures to be adopted during decommissioning; and
- Provide a plan for contractors to manage decommissioning impacts.

1.3 Structure of this DEMP

1.3.1 This DEMP covers a range of topics relating to the identification and management of potential effects of decommissioning. Additionally, other expert documents produced as part of the planning application, have been used to prepare this DEMP.

1.3.2 The DEMP is structured as follows:

- **Section 1:** Introduction;
- **Section 2:** Site Location and Proposed Development;
- **Section 3:** Decommissioning Management and Methodology;
- **Section 4:** Decommissioning Traffic;
- **Section 5:** Environmental Control Measures; and
- **Section 6:** Summary.

1.3.3 **Sections 3** to **5** consider the general issues for decommissioning, potential impacts, mitigation of these impacts and topic-specific legal compliance.

2 Site Location and Proposed Development

2.1 Introduction

2.1.1 This section describes the location of the Site and sets out the development proposals.

2.2 Site and Surrounding Area

2.2.1 The Site comprises two parcels of land, and the cable route connecting the Sites to the National Grid Bodelwyddan substation. It measures approximately 183.77 hectares ('ha') in total. The land is agricultural and lies to the north and south of Bodelwyddan. The Site boundary is shown in the Site Location Plan (**Appendix A.1)**

2.2.2 Solar Site

2.2.3 The larger parcel of land to the northwest of Bodelwyddan extends to approximately 168.95 ha, comprising land to the north and south of Rhuddlan Road (A547), and to the west of St Asaph Avenue, and hereinafter is referred to as the 'Solar Site'. Towyn and Kinmel Bay are located to the north of the Solar Site and Abergele to the west.

2.2.4 A 2015 consent for a 24MW solar farm (Conwy LPA ref. 0/40999) sits partially within this scheme's Solar Site. Only part of this approved development was constructed and the portion of the builtout area (currently operational) sits outside the Proposed Development's application red line. A northern section that was consented but not built out, however, sits within the Proposed Development's application redline and therefore the precedent for solar development in this area has been established.

2.2.5 BESS Site

2.2.6 The smaller circa 6.52 ha rectangular parcel of land is positioned south of St Asaph Business Park and to the west of Bodelwyddan substation. It is referred to as the 'BESS Site'. High voltage overhead lines transect the eastern part of the BESS Site and pylons are located to the east and south of the site. To the east, south and west of the BESS Site lies agricultural land.

2.2.7 Cable Corridor

2.2.8 The Cable Corridor is proposed to be entirely underground and runs from the Solar and BESS Sites will be linked to Bodelwyddan Substation via underground cables and likely to be 33kV double circuit. The cable corridor measures a total of 8.29 ha.

2.3 Proposed Development

2.3.1 The description of the Proposed Development is as follows:

'The construction, operation and maintenance of a proposed solar photovoltaic electricity generating system and battery energy storage system ('BESS'), associated solar arrays, inverters, transformers, cabling, substations, access tracks, landscaping, ecological enhancement areas and associated ancillary development.'

2.3.2 The Bodelwyddan Solar and Energy Storage project will provide a source of renewable energy, helping to reduce carbon emissions and contribute to Wales' net-zero goals. It is estimated that the proposed solar farm could generate up to 110 megawatts (MW) of electricity, which is equivalent to providing enough power to meet the annual electricity needs of approximately 26,657 homes, with approximately 35,569 tonnes of carbon dioxide saved per year.

2.3.3 The BESS would store up to 110MW of electricity during times of high renewable energy generation (such as solar and wind) and discharge it when demand from the grid is high or renewable generation is low.

2.4 Decommissioning Works

2.4.1 During the decommissioning phase, above ground infrastructure such as the solar PV arrays, mounting structures, cabling, inverters and transformers will be removed and recycled, or disposed of in accordance with good practice and market conditions at that time. Compounds will also be removed once decommissioning is complete, and the land returned to the landowner.

2.4.2 Any requirement to leave internal access tracks would be discussed and agreed with the landowners at the time of decommissioning.

2.4.3 The effects of decommissioning are likely to be similar to, or often of a lesser magnitude than construction effects. However, there needs to be a degree of flexibility regarding decommissioning as engineering approaches and technologies are likely to change over the anticipated 40-year operational life span of the Proposed Development.

3 Decommissioning Management and Methodology

3.1 Introduction

3.1.1 This section provides an overview of the proposed Site management procedures.

3.1.2 Key legal and guidance references are provided for information purposes only. The lists are not exhaustive and should be reviewed periodically throughout the decommissioning phase.

3.2 Roles and Responsibilities

The Applicant

3.2.1 Overall responsibility for the DEMP and ensuring legislative compliance lies with the Applicant.

3.2.2 The Applicant will ensure that all contractors engaged in the decommissioning of the Proposed Development have an obligation to comply with good practice for decommissioning including preparation and implementation of the DEMP.

3.2.3 The Applicant may appoint a Project Manager, if they do not undertake this role, to act a central point of contact between CBCC, DCC and the Principal Contractor on the DEMP.

3.2.4 The Applicant may appoint a Principal Designer, or elect to undertake this role, to ensure that suitable arrangements are made and implemented for the co-ordination of Health & Safety measures during planning and preparation for the decommissioning phase.

The Principal Contractor

3.2.5 The Principal Contractor will carry out the management, co-ordination and implementation of the DEMP. They will have the overall responsibility for the performance of the contract, the environmental performance of the contract and the safe decommissioning of the project with particular responsibility for safeguarding the environment.

3.2.6 The Principal Contractor will have responsibility for ensuring that the DEMP and associated documentation are kept up to date along with details of specific permits etc. Documentation, recording and monitoring of the DEMP will be essential and updated on a regular basis and verified at the end of the project.

3.2.7 It is the Principal Contractor's responsibility to check that decommissioning works are undertaken in compliance with all relevant and current legislation applicable at the time of the works.

Site Manager

3.2.8 A Site Manager should be identified by the Principal Contractor to co-ordinate activities during decommissioning. This will include:

- Making sure that the DEMP is followed, and any addendums prepared;
- Ensuring appropriate training and advice is provided to contractors;
- Monitoring decommissioning activities and compliance; and
- Acting as a point of contact between contractors and other stakeholders.

Sub-contractors

3.2.9 Sub-contractors and suppliers will be contractually obliged to adhere to the requirements of the DEMP. They shall check that all their Site personnel are inducted on the requirements of the DEMP and are aware of it prior to commencing any work on Site.

3.2.10 Materials suppliers should provide details to the Principal Contractor of the provenance of all materials they supply to the development.

Workforce Numbers

3.2.11 Until a developer and contractor are appointed, and the programme of works confirmed, it is not possible to know the exact numbers of the likely workforce on Site. However, during the construction phase it is anticipated to have an estimated workforce of between 60-115 roles, which includes site clearance, civil engineering, solar panel and battery installation, grid connection and protection management.

3.2.12 During the operational phase, it is estimated there will be approximately 5 full time roles.

3.3 Statutory Authorities

3.3.1 There are a number of Statutory Authorities and Agencies who - by virtue of their statutory duties and responsibilities - will have interests in the Environmental aspects of the decommissioning of the Proposed Development. These Authorities have been consulted during the planning stage as necessary and ongoing liaison will continue as appropriate throughout the design and decommissioning process.

3.3.2 These Statutory Authorities include (inter alia):

- Local Planning Authority – CCBC and DCC

  CCBC and DCC is the Planning Authority who will oversee the discharge of all planning conditions relating to the Proposed Development.

- Environmental Health Authority – CCBC and DCC

  CCBC and DCC are the Environmental Health Authority and will be consulted on various issues including noise, dust and site working hours.

- Joint Highway Authorities – CCBC, DCC and Mid Wales Trunk Road Agent (NMWTRA)

  CCBC and DCC are the Local Highway Authority, NMWTRA the Strategic Highway Authority. They will be consulted with regards to appropriate routes for haulage vehicles and access to the Site.

- Local Water and Drainage Authority – Dwr Cymru (Welsh Water) (DCWW)

  DCWW is the Local Drainage Company. They will be consulted on any drainage systems which they will own.

- Lead Local Flood Authority – CCBC and DCC

  CCBC and DCC is the Local Drainage Authority. They will be consulted on any works to water courses and discharges.

3.4 Risk Assessments

3.4.1 Decommissioning activities undertaken on-site will be subject to more detailed risk assessment by the Principal Contractor, as appropriate, and this will:

- Identify potential impacts that can be anticipated;
- Assess the risks from these impacts;
- Identify the control measures to be taken and re-calculate the risk; and
- Report where an unacceptable level of residual risk is identified so that action can be taken through re-scheduling of work or alternative methods of working in order to reduce the risk to an acceptable level.

3.4.2 The results of risk assessments, and their residual risks, are only considered acceptable if:

- The severity of outcome is reduced to the lowest practical level;
- The number of risk exposures are minimised; and
- All reasonably practical mitigating measures have been taken and the residual risk rating is reduced to a minimum.

3.4.3 The findings of the risk assessment and, in particular, the necessary controls will be explained to all contractors before the commencement of the relevant works using an agreed instruction format (e.g., by 'toolbox' talks by the site management).

3.5 Site Standards

3.5.1 Site Standards will be agreed with the Principal Contractor and will detail the minimum measures that should be achieved for general operations falling outside the risk assessment procedure.

3.5.2 These will cover issues such as storage of materials, management of waste, noise and vibration, and water pollution control. The standards should be used as a briefing tool on Site. These standards will also form the basis of 'toolbox talks' which will inform all contractors working on site of the potential environmental risks arising from decommissioning activities.

3.5.3 Best practice decommissioning site management techniques will be implemented to avoid/reduce the generation of excessive waste, dust, noise, lighting, noise and vibration.

3.6 Communications and Training

Overview

3.6.1 The Principal Contractor will be required to establish a series of communication protocols to enable relevant stakeholders to be kept informed of decommissioning progress and any issues arising. This will also help to establish lines of communication should any stakeholders wish to raise issues regarding the decommissioning works.

3.6.2 The communication protocols will also establish appropriate relations between contractors, the Applicant, any adjacent decommissioning works, occupants of properties near decommissioning sites (including the current occupiers and the local community), and any other key stakeholders such as CCBC and DCC.

Local Community and Third-Party Liaison

3.6.3 The Project Manager, working with the Site Manager, will act as a central point of contact between CCBC and DCC, the Applicant, the Principal Contractor, the local community and other third parties. The Project Manager will have the responsibility of keeping the local community informed of decommissioning progress and be the main point of contact with them should any issues arise. The Project Manager will also have the responsibility of responding to complaints or emergencies.

3.6.4 To reduce disruption to nearby residents, all relevant parties potentially affected by decommissioning works should be contacted. Correspondence should include details of the nature of the work, hours of works, timetable of works and phasing.

3.6.5 The Project Manager should also consider the requirement for meetings to be set up with the local resident and employer representatives.

3.6.6 The Principal Contractor, as part of their own communications procedure, will need to make sure that all site generated enquiries and/or complaints are effectively logged, communicated to the Project Manager and put into action as appropriate.

Training

3.6.7 Training is essential to implement the DEMP, protect the environment and reduce impacts during decommissioning activities. It is also necessary to enable compliance with the various legislation. A short briefing note on the DEMP will be provided to visitors to the Site.

3.6.8 A copy of the DEMP will be available in the main site office.

3.6.9 No decommissioning personnel including office staff will be permitted to work on the Site until they have attended a site induction course which includes a briefing on the DEMP and ways of minimising environmental effects, waste management and responding to emergencies.

3.6.10 Toolbox talks to site staff are an effective means of focussed communication for specific activities or areas of higher risk.

Project Communications and Reporting

3.6.11 The Project Manager will need to set up procedures for communicating and reporting to the Principal Contractor on all matters relating to the environment. This may include the use of key performance indicators.

3.7 Consents and Licenses

3.7.1 The Principal Contractor will be responsible for any consents, permissions or licences necessary for the decommissioning works that are not already in place by the Applicant. For example – for gaining land drainage consent and waste licenses.

3.7.2 A register of consents, permissions and licences must be kept by the Principal Contractor, to include all applied for and secured, details of expiry dates, conditions and commitments that must be adhered to and all related correspondence. The Principal Contractor should make sure that this is kept up to date.

Legislation and Guidance

3.7.3 It is the Principal Contractor's responsibility to check that decommissioning works are undertaken in compliance with all relevant and current legislation applicable at the time of the works.

3.7.4 It is expected that through site induction and toolbox meetings, staff will gain an awareness of the information contained within these documents.

3.7.5 Provision, communication and update of the list of environmental legislation during decommissioning will be the responsibility of the Principal Contractor.

3.8 Emergency Planning and Incident Control Procedures

General

3.8.1 The Principal Contractor will develop and implement an incident control procedure for the project. The aim of this incident control procedure is to prevent the release of pollutants (for example oil and fuels) into the environment and to protect health and safety of those on-Site.

3.8.2 Emergency procedures are also to be prepared by the Principal Contractor.

Pollution Incident Recognition

3.8.3 The Principal Contractor will undertake health, safety and environmental induction training courses to highlight the key potential environmental pollution issues to all relevant project personnel. Briefing topics will include:

- Uncontrolled discharge / spillage of polluting substances - such as chemicals, oil, concrete etc. - into controlled waters or sewers;
- Uncontrolled discharge of contaminated surface water run-off - such as oil, chemical, suspended solids contamination - into controlled waters;
- Release of smoke (e.g., from fire) into the atmosphere;
- General ecological, archaeological and environmental awareness; and
- Spillage of solid waste into sensitive areas and risks of windblown litter and debris.

Emergency Planning

3.8.4 The Principal Contractor will set up and manage systems, procedures and equipment for emergency planning which will include the following:

- Provision of adequate spillage containment materials to stop and contain pollution, for example the use of available earth where stockpiles are strategically placed in vulnerable areas;
- Provision of a site drainage plan, identifying and colour-coding surface water drainage separate to foul sewer drainage. This will assist in the siting of storage containment areas and associated protection measures;
- Emergency bunding / control packs to be available at key locations in the event of a pollution incident;
- Liaison with the appropriate representatives from the Natural Resources Wales (NRW)) and DCWW, and essential local emergency services to discuss, in particular, emergency pollution control plans and emergency communications strategy; and
- Have a site emergency pollution control response in place to respond to pollution incidents.

Incident Control and Reporting

3.8.5 Incident control procedures will be developed by the Principal Contractor in liaison with CCBC and DCC, NRW, and essential emergency services. The control procedure will include:

- Containment of pollution at source;

- Reporting incident immediately to site management team;
- Raising the alarm to the emergency pollution control response team;
- Summoning emergency services where appropriate;
- Safe disposal of pollution waste; and
- Notifying the local EA regional office.

3.8.6 All incidents shall be recorded by the Principal Contractor and reported to the Applicant as soon as practicable, and if appropriate, reported to the relevant stakeholders.

3.8.7 In case of Incidents or Emergencies occurring on site, the following authorities will need to be contacted appropriately:

3.8.8 The nearest hospital with A&E facilities is as follows:

Glan Clwyd Hospital
Bodelwyddan
Rhy
LL18 5UJ
Tel: 03000 843843

3.8.9 NRW's Incident Hotline should be contacted immediately, and work stopped should any discharge to adjacent watercourses have occurred. The Hotline number is: 0300 065 3000.

3.8.10 The nearest Fire & Rescue station is located at:

North Wales Fire & Rescue Service
Ffordd Salesbury
Saint Asaph
LL17 0JJ
Tel: 01745 535250

3.9 Site Logistics Control and Site Planning

Decommissioning Site Logistics

3.9.1 Schedules and plans to be prepared by the Principal Contractor will show an overview of the logistics plan for decommissioning.

3.9.2 Topics covered should include:

- Site working hours;
- Site laydown and storage areas (e.g. principal access/egress points, routing plans, site security);
- Site offices and welfare facilities;
- Site access routes (decommissioning traffic management);
- Site demarcation and access control; and
- Lighting arrangements.

Welfare Facilities

3.9.3 In accordance with relevant guidance, welfare facilities will need to be provided on Site. These should include toilets and washrooms with hot water; drying / changing rooms; and a first aid post, as appropriate.

3.9.4 To comply with the CDM 2015 Regulations, and also to safeguard the Site from pollution and from poor sanitation, the Principal Contractor will be responsible in ensuring that the following welfare facilities are provided on site:

- Toilets - an adequate number of toilets must be provided at all times;
- Washing Facilities - these must be located next to both toilets and changing areas;
- Storing and changing clothing facilities - all decommissioning sites should have areas for storing clothing not worn on site and protective clothing needed for site work;
- Rest facilities - these facilities should provide a shelter from wind and rain and be heated as necessary;
- Drinking Water - there should be a supply of potable drinking water readily available which, where possible, should be supplied directly from the mains supply;
- Heating - this should be a properly maintained heating system; and
- Domestic Effluents and Rubbish - there should be an efficient system of collecting and disposing of domestic effluents and rubbish, i.e. effluent from the toilet and washing facilities and rubbish from any mess/canteen facilities.

3.9.5 Any compound lighting is to be tilted and angled to minimise glare and nuisance to any neighbouring light sensitive receptors such as nesting sites, watercourses, highways and residential properties for the duration of the decommissioning period.

Site Security

3.9.6 The Principal Contractor will provide boundary fencing / delineation, including suitable signage and any associated security in accordance with appropriate guidance.

Operating Hours

3.9.7 No decommissioning work (including use of machinery and / or plant maintenance) shall be carried out on the Site other than between the following hours:

- 0700 hours and 1800 hours on Monday to Friday;
- 0700 hours and 1330 hours on Saturday; and
- At no time on Sundays, Bank or Public Holidays.

3.9.8 No decommissioning traffic shall enter or leave the Site before 0700 Mondays to Saturday or at any time on Sundays, or public holidays.

3.9.9 The timings set out above are the industry standard and to be confirmed as detailed design progresses.

3.9.10 Prior notice and agreement will be sought with CCBC and DCC where work outside of the above stated working hours is required.

3.9.11 During winter months, work may continue during hours of darkness within normal working hours subject to adequate artificial lighting to illuminate the works in question.

General Types of Plant and Equipment

3.9.12 All key static plant and equipment will be clearly identified on site logistics drawings.

3.9.13 The Register allows an inventory of on-Site plant and equipment to be kept to check they are maintained in accordance with statutory test, examination, and inspection requirements, and that specific operator training requirements are addressed. This list also assists by providing a useful cross-reference for noise level predictions and assessments of plant and machinery in respect to ensuring that excessive noise levels are identified, and suitable control measures implemented to reduce those noise levels.

3.10 Monitoring, Review and Complaints

3.10.1 The requirements for a programme of monitoring, review and complaints will be reviewed by the Principal Contractor.

4 Decommissioning Traffic

4.1 Introduction

4.1.1 Traffic will be generated during the decommissioning of the Proposed Development, as a result of removing plant and materials on the Site, removing waste, and decommissioning personnel movements. This section identifies the mitigation measures required to limit potential impacts of highway works, transport and traffic movements arising from the decommissioning of the Proposed Development.

4.2 Potential Impacts

4.2.1 Decommissioning of the Proposed Development will consist of a mix of decommissioning traffic. This would include movement of workers and movement of material, primarily by Heavy Goods Vehicles (HGVs).

4.2.2 As concluded in the Construction Traffic Management Plan (CTMP), there will be no adverse impacts due to construction associated with the Proposed Development and no transport-related impacts on the local road network. However, construction traffic has the potential to increase air pollution in the local area. The findings of the CTMP are likely to apply to the decommissioning phase of the Proposed Development.

4.3 Management and Mitigation Measures

4.3.1 This sets out the management procedures put in place so that negative impacts of decommissioning traffic on local highway users, highways infrastructure, and the wider environment are minimised.

Decommissioning Traffic

4.3.2 Typical construction phase traffic has been set out in the CTMP. This covers anticipated number, frequency and size of vehicles. Decommissioning will result in daily HGVs and Light Goods Vehicles (LGVs), as well as site operatives' cars.

Vehicle Access and Routing

4.3.3 At this stage, the precise routing of decommissioning traffic is still to be determined. However, it is anticipated the strategy will be similar to the construction strategy. Routing for the BESS Site will be undertaken by accessing Glascoed Road. Decommissioning vehicles will:

- Exit the North Wales Expressway (A55), leaving at Junction 26;
- Follow Ffordd William Morgan south to the Ffordd William Morgan / Glascoed Road (B5381) / Ffordd Richard Davies roundabout;
- At this roundabout, vehicles will take the western Glascoed Road (B5381) arm west, until the unnamed carriageway / Glascoed Road priority junction; and
- Vehicles will route south along the unnamed carriageway to access the Site.

4.3.4 Decommissioning vehicles will enter the solar farm through access on Rhuddlan Road and then:

- Exit the North Wales Expressway (A55) at Junction 24; and
- Travel east onto Rhuddlan Road where the vehicles will enter one of the five Solar Farm access points.

Operating Vehicles and Sustainable Travel

4.3.5 The DEMP will include the following mitigation measures to reduce air quality impacts from decommissioning traffic:

- Ensure all Non-Road Mobile Machinery (NRMM) meet the required emission standards. Seek to use plant and machinery with the lowest possible emissions;
- No idling vehicles;
- Avoid or minimise the use of diesel- or petrol-powered generators; and
- The use of internal tracks on-Site would be subject to internal speed limits to prevent dust generation.

5 Environmental Control Measures

5.1 Air Quality and Dust

5.1.1 There are anticipated to be no major impacts on air quality, as there will be minimal vehicle movements needed for the decommissioning of the Proposed Development. At the time of decommissioning, is anticipated that vehicles will be up low or no emissions, which will reduce any air quality impacts.

5.1.2 To reduce the impact of dust emissions on sensitive receptors, the Applicant will develop and implement a Dust Management Plan (DMP), which will form part of the detailed DEMP approved by CBCC and DCC prior to commencement of works. The DMP will document the relevant mitigation measures to be applied, and the procedures for their implementation and management to negate dust impacts.

5.2 Noise and Vibration

5.2.1 Noise generating activity during the decommissioning phase is expected to be similar to the decommissioning phase. Noise levels will be monitored prior to decommissioning commencing and at regular intervals during the works especially when potentially noisy activities are occurring close to sensitive receptors and residential dwellings along the Site boundaries.

5.2.2 Best practice measures will be applied, as far as reasonably practicable, during decommissioning works to minimise noise and vibration at noise sensitive receptors, including neighbouring residential properties and other sensitive receptors arising from decommissioning activities. These include, as appropriate:

- Mobile plant and stationary plant items to be routed or located to maximise distance from noise sensitive receptors where possible;
- Using ‘silenced’ plant and equipment;
- Switching off engines where vehicles are standing for a significant period of time;
- Fitting of acoustic enclosures to suppress noisy equipment as appropriate;
- Operating plant at low speeds and incorporation of automatic low speed idling;
- Properly maintaining all plant to ensure unnecessary noise does not arise from activities; and
- Provide Site specific induction inclusive of good neighbourly behaviour.

5.2.3 The detailed DEMP will set out a scheme for reporting of information to local residents to advise of potential noisy works that are due to take place.

5.3 Land Contamination

5.3.1 During decommissioning, the Site will be monitored through inspection of the ground and watercourses when potentially pollution decommissioning activities are being undertaken. All accidents, incidents and near misses (including spills) will be reported to the Site Manager immediately. These will be recorded and investigated as appropriate.

5.4 Drainage

5.4.1 Decommissioning activities will be carried out against best practice measures to minimise pollution from sediment and surface water run-off generated. Measures include:

- Supervision during decommissioning activities by qualified staff;
- Provision of additional street cleaning facilities as necessary to keep highways clear of mud and prevent sediment contaminating surface water runoff. This will include the provision of wheel cleaning facilities;
- Monitoring of on-Site watercourses on Site during decommissioning activities;
- Silt management measures will be deployed where decommissioning activities occur in close proximity to watercourses; and
- Plans will be put in place to manage the risk of associated accidents with polluting or spill events.

5.4.2 Decommissioning activities will be paused during periods of elevated surface water flood risk or during the presence of extensive surface water flooding to minimise the disruption to on Site overland flows.

5.5 Ecology and Natural Habitats

5.5.1 The ecology of the Site is likely to change significantly over the Proposed Development's operational lifespan of 40 years, in line with Biodiversity Net Gain deliveries which will result in the creation of a large-scale habitat. Prediction of these conditions and likely future decommissioning effects on ecology and natural habitats are considered to be unreliable. However, potential impacts from decommissioning are considered likely to be similar to those already described in relation to the decommissioning phase, namely direct and indirect disturbance, temporary or permanent habitat loss and vegetation removal.

5.5.2 Updated ecological surveys will be undertaken prior to commencement of the Proposed Development's decommissioning to record the presence of protected and notable species and habitats. These surveys will also identify potential effects and any necessary avoidance and mitigation applicable to planning policy and wildlife legislation at the time.

5.5.3 The potential for adverse effects during the decommissioning phase will be controlled through standard good decommissioning and environmental working practices as an integral part of the Proposed Development, which will be formalised by a detailed DEMP.

5.5.4 Following consultation with a suitably qualified ecologist and site engineer, if it is deemed relevant and decommissioning activity is considered likely to pose a risk to any protected or notable species, an ECoW may be appointed.

5.6 Materials Management

5.6.1 Decommissioning waste is expected to consist of solar infrastructure including PV modules, mounting structures, cabling, inverters, fencing, ancillary infrastructure and the BESS compound. This would be removed and recycled or disposed of in accordance with good practice at the time and following the waste hierarchy. The Principal Contractor will establish key performance indicators for the waste hierarchy and managing waste.

6 Summary

6.1.1 This DEMP has been prepared as the strategic Outline Decommissioning Environmental Management Plan for the Proposed Development at Bodelwyddan Solar and BESS.

6.1.2 In summary, the objectives of this DEMP are to:

- Reduce (eliminating where practicable) the adverse environmental effects of the decommissioning of the Proposed Development;
- Document the controls to be adopted during decommissioning;
- Enable agreement with the relevant approval authorities on mitigation measures to be adopted during decommissioning; and
- Provide a plan for contractors to manage decommissioning impacts.

6.1.3 Mitigation measures have been outlined to limit potential impacts of decommissioning traffic, air quality and dust, noise and vibration, land contamination and drainage, ecology and natural habitats, and materials management.

6.1.4 It has also outlined a series of general best practice principles which should be adhered to, including; the production of risk assessments, the adherence to Site Standards, the monitoring and measurement of decommissioning activities and the roles and responsibilities of key site staff.