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APPENDIX 4-6

DECOMMISSIONING PLAN

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Planning and
Environmental
Consultants

Decommissioning Plan

Curraglass Wind Farm, Co.
Cork

Appendix 4-6

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1.

INTRODUCTION

This Decommissioning Plan has been developed by MKO on behalf of Wingleaf Ltd, to accompany an application for planning permission to Cork County Council (CCC) for the Proposed Development.

This document is being prepared alongside an Environmental Impact Assessment Report (EIAR) and the Natura Impact Statement ("NIS") which accompany this planning application for the Proposed Development to CCC.

As detailed in Section 1.1.1 in Chapter 1 (Introduction), for the purposes of this EIAR, the various project components are described and assessed using the following references: 'Proposed Development', 'proposed turbines', the 'Site', the '2020 Application' and the 'Kealkill Wind Farm'. Please see Section 1.1.1 of this EIAR for further details. A detailed description of the Proposed Development is provided in Chapter 4 (Description of the Proposed Development) of this EIAR.

Decommissioning of the Proposed Development will be scheduled to take place after the proposed 35-year lifespan.

As noted in the Scottish Natural Heritage report (SNH) *Research and Guidance on Restoration and Decommissioning of Onshore Wind Farms* (SNH, 2013) reinstatement proposals for a wind farm are made approximately 30 years in advance, so within the lifespan of the wind farm, technological advances and preferred approaches to reinstatement are likely to change. According to the SNH guidance, it is therefore:

"best practice not to limit options too far in advance of actual decommissioning but to maintain informed flexibility until close to the end-of-life of the wind farm".

In this regard, this Decommissioning Plan will be reviewed and updated prior to commencement of decommissioning works to take account of the relevant conditions of the planning permission and current health and safety standards.

This report provides the environmental management framework to be adhered to during the decommissioning phase of the Proposed Development, and it incorporates the mitigating principles to ensure that the work is carried out in a way that minimises the potential for any environmental impacts to occur.

1.1

Scope of the Decommissioning Plan

This report is presented as a guidance document for the decommissioning of the Proposed Development. The Decommissioning Plan clearly outlines the mitigation measures and monitoring proposals that are required to be adhered to in order to complete the works in an appropriate manner.

The report is divided into eight sections, as outlined below:

- **Section 1** provides a brief introduction as to the scope of the report.
- **Section 2** outlines the Site and Development details, detailing the targets and objectives of this plan along with providing an overview of works methodologies that will be adopted throughout decommissioning.
- **Section 3** sets out details of the environmental controls to be implemented on site, including the mechanisms for implementation. A waste management plan is also included in this section.
- **Section 4** outlines the general Health and Safety measures that will be implemented on site during the decommissioning phase of the Proposed Development.

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- **Section 5** outlines the Emergency Response Procedure to be adopted in the event of an emergency in terms of site health and safety and environmental protection.
- **Section 6** sets out a programme for the timing of the works.
- **Section 7** consists of a summary table of all mitigation measures to be adhered to during the decommissioning-phase.
- **Section 8** consists of a summary table of all monitoring requirements for the operational and decommissioning-phases.
- **Section 9** outlines the proposals for reviewing compliance with the provisions of this report.

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2.

SITE AND PROPOSED DEVELOPMENT DETAILS

2.1

Site Location and Description

The Site is located within a rural setting in southwest Cork, approximately 6.8km northeast of Kealkill Village and 3.8km southwest of the village of Ballingeary. The Site is accessed by an existing site entrance, via forestry roads to the northeast that adjoins the R548 Regional Road, entering the Site at its eastern boundary in the townland of Derreendonee. The current available Environmental Protection Agency (EPA) Corine land cover maps describe the Site, as primarily consisting of mixed forestry, with portions of coniferous forestry and peat bogs in the northwest and northeast of the section. The section of Site that covers the turbine component turning area, is located in low lying lands along the R584 at the bottom of the northern slopes of the Doughill Mountain. This pocket of the Site contains an existing private gravel track, with a mix of agricultural grasslands on either side of the track, and the boundary with the R548 Regional Road includes gorse willow hedgerow.

2.2

Description of the Proposed Development

This section describes the development components and infrastructure, collectively referred to as the Proposed Development. A full description of the Proposed Development can be found in Chapter 4 (Description of the Proposed Development).

This application seeks a ten-year planning permission and 35-year operational life from the date of commissioning of the Proposed Development.

The Proposed Development is illustrated on Figure 4-1 in Chapter 4 (Description of the Proposed Development), of this EIAR

2.3

Targets and Objectives

The decommissioning phase works will be completed to the approved standards at the time of decommissioning, which include specified materials, standards, specifications and codes of practice. This Decommissioning Plan has considered environmental issues, and this is enhanced by the works proposals as part of decommissioning.

The key site targets are as follows:

- Ensure decommissioning works and activities are completed in accordance with mitigation and best practice approach presented in the accompanying Environmental Impact Assessment Report (EIAR), Natura Impact Statement (NIS) and associated planning documentation.
- Ensure decommissioning works and activities have an imperceptible impact/disturbance to local landowners and the local community.
- Ensure decommissioning works and activities have an imperceptible impact on the natural environment.
- Adopt a sustainable approach to decommissioning; and,
- Provide adequate environmental training and awareness (to the approved standards at the time of decommissioning) for all project personnel.

The key site objectives are as follows:

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- Using recycled materials, if possible, e.g. soil and overburden material for backfilling and reinstatement. Ensure sustainable sources for materials supply where possible.
- Avoidance of any pollution incident or near miss as a result of working around or close to existing watercourses and have emergency measures in place.
- Avoidance of vandalism.
- Keeping all watercourses free from obstruction and debris.
- Correct implementation of the sustainable drainage system (SuDS) drainage design principles.
- Keep impact of decommissioning works to a minimum on the local environment, watercourses, and wildlife.
- Correct fuel storage and refuelling procedures to be followed.
- Good waste management and housekeeping to be implemented.
- Air and noise pollution prevention to be implemented.
- Monitoring of the works and any adverse effects that it may have on the environment.

2.4 Decommissioning Methodologies Overview

2.4.1 Introduction

An experienced main contractor will be appointed to undertake the decommissioning of the Proposed Development. The main contractors will comply with the Decommissioning Plan prepared for the decommissioning phase and any revisions made to this document throughout the phase in which it is adopted. An overview of the decommissioning methodologies is provided below.

2.4.2 Decommissioning Methodology

2.4.2.1 Proposed Development

As construction will be completed, elements of the Proposed Development that will be developed as a temporary facilitator will either be removed, restored to its original condition, or will naturally revegetate. These include the temporary construction compound, borrow pits and turbine component turning area accommodation works along the turbine delivery route. All access roads and hardstanding areas forming part of a site roadway network will be required by the ongoing forestry operations and therefore will be left in situ for future use.

It is intended that the decommissioning process will remove all the remaining elements i.e., above ground components and underground cabling from the Proposed Development, and reinstate areas where infrastructure is removed. The following elements will be decommissioned:

- Wind turbines and Met Mast: dismantling and removal off site;
- Turbine and Met Mast foundation: Turbine and met mast foundation backfilling following dismantling and removal of wind turbines (foundations that protrude above ground level will be backfilled with soil - underground reinforced concrete remaining in-situ);
- Existing onsite 38kV substation and existing 38kV underground cable connected to the existing 38kV overhead line
- Internal Underground cabling: removal (ducting remaining).

2.4.2.1.1 Wind Turbines and Met Mast

Prior to any works being undertaken on wind turbines or the met mast, they will be disconnected from the grid by the site operator in conjunction with ESB Networks. The dismantling and removal of wind turbines and met mast of this scale is a specialist operation which will be undertaken by the turbine

supplier or competent subcontractor. Turbine dismantling will be undertaken in reverse order to methodology employed during their construction. Cranes will be brought back to the Site utilising the hardstand areas adjacent to each turbine. The dismantling of turbines and met mast will be bound by the same safety considerations as will be the case during construction in terms of weather conditions. Works will not be undertaken during adverse weather conditions and in particular not during high winds.

The proposed turbines and met mast will be removed from the Site in a similar manner to how they will be transported to the Site originally in articulated trucks (met mast) in addition to extended articulated trucks (turbine components). The details of transport to and from the Site are assessed in Chapter 15 (Material Assets) of the ELAR, which accompanies this application.

The transport of disassembled turbines from the Site will be undertaken in accordance with a Transport Management Plan (TMP). The TMP will be issued to and agreed with the planning authority at that time as part of a permit application for the delivery of abnormal loads (<27.4m long or <4.0m wide or <4.65m in height) using the local roads under the Road Traffic (Special Permits for Particular Vehicles) Regulations 2007 as amended (2012). The TMP will provide for all necessary safety measures, including a convoy and Garda escort as required, off-peak turning/reversing movements and any necessary safety controls. A Traffic Management Plan will be completed prior to the construction of the Proposed Development.

2.4.2.1.2 Turbine and Met Mast Foundations

On the dismantling of the proposed turbines and met mast, it is not intended to remove the concrete foundation from the ground. It is considered that its removal will be the least preferred options in terms of potential effects on the environment. Therefore, the foundations of the 3 no. proposed turbines and met mast will be covered with soil material. If there is usable soil or overburden material on the Site after construction, this material will be used. Alternatively, where material is not readily available on site, soil will be sourced locally and imported to site on heavy good vehicles (HGVs). The imported soil will be spread and graded over the foundation using a tracked excavator and revegetation enhanced by spreading of an appropriate seed mix to assist in revegetation and accelerate the resumption of the natural drainage management that will have existed prior to any construction.

2.4.2.1.3 Internal Underground Cabling

The underground cabling within the Site, connecting the proposed turbines to the onsite substation, will be pulled from the cable duct using a mechanical winch which will extract the cable and re-roll it on to a cable drum. This will be undertaken at each of the pull pits along the cable. The ground above original pulling pits will be excavated using a mechanical excavator and will be fully re-instated once the cables are removed.

The cable ducting will be left in-situ as it is considered the most environmentally prudent option, avoiding unnecessary excavation and soil disturbance for an underground element that is not visible with no environmental impact associated with leaving the ducting in-situ.

2.4.2.1.4 Existing Onsite 38kV Substation

The onsite 38kV substation will be disconnected from the grid prior to decommissioning. All above ground components and electrical plant will be dismantled. The underground cabling associated with the substation will be cut at either end and pulled from the underground ducting onto a cable drum. All materials will then be segregated and transported off-site to an appropriate facility and will be reconditioned and reused or recycled where possible.

Prior to demolition, the electrical control building will be stripped of conductors, switches and other materials and equipment. These materials will be managed along with the main substation plant and equipment. Demolition of the control building shall take place using conventional demolition methods.

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The demolition waste shall comprise mainly rubble (blocks, broken concrete, and plaster etc.) and timber. Rubble can be segregated to provide an aggregate material which may be used in the reinstatement of the Site while un-suitable material will be removed and disposed of at an approved licenced waste management facility. Timber and other waste shall be segregated according to material type with a view to recycling where possible or disposal. All demolition materials which cannot be reused on site shall be removed off site to a licensed waste handling facility for recycling or disposal.

Once all above ground structures and equipment have been removed, the foundations and cable ducting will be left in-situ as it is considered the most environmentally prudent option, avoiding unnecessary excavation and soil disturbance for these underground elements. The substation footprint will be covered with earth and reseeded with an appropriate seed mix.

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3.

ENVIRONMENTAL MANAGEMENT

The following sections give an overview of the drainage, dust and noise control measures, a waste management plan for the Site and the implementation of the environmental management procedures for the Site.

3.1

Site Drainage

The drainage features for this Site during its construction and operation are outlined in the EIAR which accompany this application. As this Decommissioning Plan is a working document and is presented as an Appendix to the EIAR, the drainage measures are not included in this document. When the final Decommissioning Plan is prepared prior to decommissioning and presented as a standalone document, all drainage management measures, which will include maintenance of the operational drainage measures, will be included in that document, as required. The drainage proposals will be developed further prior to the commencement of decommissioning if deemed necessary. However, it should be noted that by the time decommissioning is undertaken after the planned 35-year lifespan of the Proposed Development, the areas within the Site will have revegetated resulting in a resumption of the natural drainage management that will have existed prior to any construction. It is not anticipated that the decommissioning phase will interrupt this restored drainage regime in any way with the works proposed. As a minimum measure, areas where freshly placed soil material as part of turbine foundation reinstatement will be surrounded by silt fencing if deemed necessary until the area has naturally revegetated.

3.2

Refuelling, Fuel and Hazardous Material Storage

Wherever possible, vehicles will be refuelled off-site, particularly for regular road-going vehicles. On-site refuelling of machinery will be carried out at designated refuelling areas at various locations throughout the Site. Heavy plant and machinery will be refuelled on-site by a fuel truck that will come to the Site as required on a scheduled and organised basis. All refuelling will be carried out outside designated watercourse buffer zones. Only designated trained competent operatives will be authorised to refuel plant onsite. Mobile measures such as drip trays and fuel absorbent mats will be used during refuelling operations as required. All plant and machinery will be equipped with fuel absorbent material and pads to deal with any event of accidental spillage.

The following mitigation measures are proposed to avoid release of hydrocarbons at the Site:

- Road-going vehicles will be refuelled off site wherever possible;
- Fuels volumes stored on site will be minimised;
- Oils or fuels stored in turbines will be drained and disposed of off-site by a licenced waste contractor, to prevent leakage to groundwater or surface water;
- The plant used will be regularly inspected for leaks and fitness for purpose;
- An emergency plan for the decommissioning phase to deal with accidental spillages will be developed (refer to Section 5 of this Plan). Spill kits will be available to deal with an accidental spillage in and outside the refuelling area.
- A programme for the regular inspection of plant and equipment for leaks and fitness for purpose will be developed at the outset of the decommissioning phase.

3.3

Dust Control

Dust can be generated from on-site activities during decommissioning such as reinstatement of foundations and travelling on site roads during prolonged periods of dry weather. The extent of dust

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generation will depend on the type of activity undertaken, the location, the nature of the dust, i.e. soil, and the weather. In addition, dust dispersion is influenced by external factors such as wind speed and direction and/or periods of dry weather. Site traffic movements also have the potential to generate dust as they travel along the haul route. If necessary, haul roads and other areas of hardstanding will be damped down by water spray or water misting to prevent the generation of dust.

Proposed measures to control dust, which are the same as those proposed for the construction phase, include:

- Any site roads with the potential to give rise to dust will be regularly watered, as appropriate, during dry and/or windy conditions. Silty or oily water will not be used for dust suppression;
- Traffic will be restricted to defined routes and a speed limit implemented;
- All related traffic will have speed restrictions on un-surfaced roads to 15 kph;
- The designated public roads outside the Proposed Development and along the main transport routes to the Proposed Development will be regularly inspected by the ECoW for cleanliness, and cleaned as necessary;
- Material handling systems and material storage areas will be designed and laid out to minimise exposure to wind;
- Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods;
- Water misting or bowzers will operate on-site as required to mitigate dust in dry weather conditions. Water bowser movements will be carefully monitored, as the application of too much water may lead to increased runoff;
- The transport of soils or other material, which has significant potential to generate dust, will be undertaken in tarpaulin-covered vehicles where necessary;
- All Site related traffic will have speed restrictions on un-surfaced roads to 15 kph;
- The Site access roads will be checked weekly for damage/potholes and repaired as necessary.

3.4

Noise Control

The operation of plant and machinery, including construction vehicles, is a source of potential impact that will require mitigation at all locations within the Site. However, the assessment of potential impacts presented in Section 12.5.2 of Chapter 12 (Noise & Vibration) has demonstrated that the Proposed Development is expected to comply with the criteria during all phases.

The contract documents will specify that the Contractor undertaking the works will be obliged to take specific noise abatement measures and comply with the recommendations of British Standard BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Noise or equivalent at the time of decommissioning. To ameliorate any potential noise impacts that may present during the decommissioning phase, a schedule of noise control measures equivalent to those proposed in the construction phase have been formulated in accordance with best practice guidance.

The following list of measures will be considered, where necessary, to ensure compliance with the relevant construction noise criteria:

- Limiting the hours during which site activities likely to create high levels of noise or vibration are permitted;
- Establishing channels of communication between the contractor/developer, Local Authority and residents;
- Monitoring typical levels of noise and vibration during critical periods and at sensitive locations;
- Selection of plant with low inherent potential for generation of noise and/or vibration where practical;

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- Placing of noise generating / vibratory plant as far away from sensitive properties as practical within the site constraints, and;
- The hours of construction activity will be limited to avoid unsociable hours where possible. Construction operations shall generally be restricted to between 7:00hrs and 19:00hrs Monday to Saturday. However, to ensure that optimal use is made of good weather periods or at critical periods within the programme (i.e. concrete pours, turbine component deliveries) it could occasionally be necessary to work out of these hours.

3.5

Ground Disturbance, Material Excavation & Reinstatement

During decommissioning, all plant and machinery will keep to existing wind farm infrastructure (e.g. tracks and hardstanding) and will not encroach upon adjacent habitats unless this is essential in order to progress the decommissioning works. In the event of any necessary encroachment into adjoining habitats; appropriate trackway or matting shall be placed to avoid any loss of the adjoining habitat.

The reinstatement of any areas disturbed during the decommissioning works will be undertaken. The contractor will record excavated volumes and storage areas, and volumes and type of material utilised for reinstatement of relevant areas. This information will be updated for the duration of the decommissioning works.

Reinstatement will be completed using site-won materials wherever possible without compromising or damaging established/existing habitats. Natural vegetation will be preferred; however, native seed mixes may also be selected to complement surrounding species. The seed mix and method of application will be agreed with a suitably qualified ecologist to ensure that the reinstated habitats are compatible with those existing and surrounding the reinstated areas at the time of decommissioning.

All temporarily stockpiled materials will be stored in designated areas and isolated from any surface drains and a minimum of 50m away from surface water where possible. Aggregate or fine materials storage will be enclosed and screened/sheeted. No storage of materials within sensitive habitats will be permitted.

Soil and vegetation must be stored separately from subsoil and shall be retained and reinstated on all areas of stripped ground as soon as possible to prevent erosion and leaching/loss of nutrients.

3.6

Biodiversity

Regarding Biodiversity at the Site, the decommissioning phase will involve the following best practice mitigation measures:

- All measures to mitigate the risks of contamination of watercourses as highlighted in Chapters 8 (Land, Soils & Geology and Chapter 9 (Hydrology & Hydrogeology) of the EIAR will be fully implemented.
- The areas within 50m of the hard-stand and turbine foundations will be subject to a pre-works terrestrial ecology walkover to highlight any constraints that may be present (e.g. breeding or resting places of protected species, presence of Invasive Plant Species). If any significant constraints are identified appropriate controls will be developed and integrated into the live decommissioning plan ahead of the commencement of the work.
- If any Third Schedule Invasive species are present in or adjacent to the works footprint, an Invasive Species Management Plan (ISMP) will be developed, and all recommendations implemented in accordance with the contemporary best practice measures.
- Speed limits will be enforced on internal roads.

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- A detailed TMP will be incorporated into the decommissioning plan which will ensure that areas of intact blanket bog are unaffected by traffic or storage of plant and materials.
- All edible wastes will be stored in covered segregated containers and disposed of at licensed facilities.
- No refuelling or other hydrocarbon related usage will be undertaken within 50m of any watercourse in relation to maintenance vehicles, plant or machinery.
- Any import of soil or fill necessary in the decommissioning process shall be from approved sources and appropriately tested or inspected to minimise the risk of import of invasive species. Only soil appropriate to the Site (pH, soil type) will be used. The re-seeding or natural revegetation of reinstated areas will proceed on the advice of a suitably qualified ecologist. Any seed mix used will be on the approval of the ecologist.

3.7 Ornithology

Regarding Ornithology and Avian Populations, the decommissioning plan will include industry best practice measures to mitigation the impact of works on birds, which may include the following:

- No removal of woody vegetation or scrub will be carried out within the bird breeding season (March 1st to August 31st)
- Vantage Point surveys will be carried out for the season before and during the decommissioning process.
- The areas within 50m of the hard-stand and turbine foundations will be subject to a pre-works ornithology walkover to highlight any constraints that may be present (e.g. breeding or resting places of protected species). If any significant constraints are identified, appropriate controls will be developed and integrated into the live decommissioning plan ahead of the commencement of the work.
- Speed limits will be enforced on internal roads.

3.8 Invasive Species Management

Any soil material that will be imported to the Site as part of the foundation reinstatement will be free of any invasive species (listed under the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)). The Site Manager will take steps to ensure the sourcing of suitably clean soil material and verify the quality of the material by having it inspected prior to bringing it to site by a suitably qualified ecologist. Prior to decommissioning, a suitably qualified ecologist will complete an invasive species survey of the Site to identify invasive species where any minor excavation will be required. If present in these areas, the ecologist will propose suitable management measures.

3.9 Traffic Management

A Traffic Management Plan (TMP) will be prepared in advance of any decommissioning works. The removal of proposed turbines from the Site will be undertaken for a specialist haulier. The traffic management arrangements although similar to those that will be implemented for turbine delivery as outlined in the ELAR will be agreed in advance of decommissioning with the competent authority.

3.10 Waste Management

This section of the Decommissioning Phase provides a Waste Management Plan (WMP) which outlines the best practice procedures during the decommissioning of the Proposed Development. The WMP outlines the methods of waste prevention and minimisation by recycling, recovery and reuse at each stage of decommissioning. Disposal of waste will be a last resort.

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3.10.1 Legislation

The Waste Management Act 1996 and its subsequent amendments provide for measures to improve performance in relation to waste management, recycling and recovery. The Act also provides a regulatory framework for meeting higher environmental standards set out by other national and EU legislation.

The Act requires that any waste related activity has to have all necessary licenses and authorisations. It will be the duty of the Waste Manager on the Site to ensure that all contractors hired to remove waste, have valid Waste Collection Permits. It will then be necessary to ensure that the waste is delivered to a licensed or permitted waste facility. The hired waste contractors and subsequent receiving facilities must adhere to the conditions set out in their respective permits and authorisations. Waste removal-related traffic volumes during the decommissioning phase, will be less than those anticipated and assessed for the construction phase.

The Department of the Environment provides a document entitled, *'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects'* (2006). It is important to emphasise that no demolition will take place at this site, however, this document was referred to throughout the process of completing this WMP.

3.10.2 Waste Management Hierarchy

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

Prevention and Minimisation:

The primary aim of the WMP will be to prevent and thereby reduce the amount of waste generated at each stage of the Proposed Development.

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.

Recycling of Waste:

There are several established markets available for the beneficial use of Construction and Demolition waste such as using waste concrete as fill for new roads.

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

3.10.3 Waste Arising from Decommissioning

The relevant components will be removed from the Site for re-use, recycling or waste disposal. Any structural elements that are not suitable for recycling will be disposed of in an appropriate manner. All lubrication fluids will be drained down and put aside for appropriate collection, storage, transport and disposal. Any materials which cannot be re-used or recycled will be disposed of by an appropriately licenced contractor.

The waste types arising from the decommissioning of the Site are outlined in Table 3-1 below.

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Table 3-1 Expected waste types arising during the Decommissioning Phase

Material Type	Example	EW Code
Cables	Electrical wiring	17 04 11
Metals	Copper, aluminium, lead, steel and iron	17 04 07
Fibreglass	Turbine blade component	10 11 03
Hydrocarbons	Oils and lubricants drained from the turbines	13 01 01,13 02 04
Concrete	Substation building	17 01 01
Bricks	Substation building	17 01 02

3.10.3.1 Reuse

Many construction materials can be reused several times before they have to be disposed of:

- Electrical wiring can be reused on similar wind energy projects.
- Elements of the turbine components can be reused but this will be determined by the condition that they are in.

3.10.3.2 Recycling

If a certain type of construction material cannot be reused onsite, then recycling is the most suitable option. The opportunity for recycling during decommissioning will be limited and restricted to components of the wind turbines.

All waste that is produced during the decommissioning phase including dry recyclables will be deposited in the on-site skip initially and sent for subsequent segregation at a remote facility. The anticipated volume of all waste material to be generated at the Site is low which provides the justification for adopting this method of waste management.

3.10.3.3 Implementation

3.10.3.3.1 Roles and Responsibilities

Prior to the commencement of the decommissioning, a Construction Waste Manager will be appointed by the Contractor. The Construction Waste Manager will oversee the implementation of the objectives of the plan, ensuring that all hired waste contractors have the necessary authorisations and that the waste management hierarchy is adhered to. The person nominated must have sufficient authority so that they can ensure everyone working on the decommissioning adheres to the management plan.

3.10.3.3.2 Training

It is important for the Construction Waste Manager to communicate effectively with colleagues in relation to the aims and objectives of the waste management plan. All employees working on site during the decommissioning phase of the Proposed Development will be trained in materials management and thereby, should be able to:

- Distinguish reusable materials from those suitable for recycling.
- Ensure maximum segregation at source.

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- > Co-operate with site manager on the best locations for stockpiling reusable materials.
- > Separate materials for recovery; and
- > Identify and liaise with waste contractors and waste facility operators.

3.10.3.3.3 **Record Keeping**

The WMP will provide systems that will enable all arisings, movements and treatments of construction waste to be recorded. This system will enable the contractor to measure and record the quantity of waste being generated. It will highlight the areas from which most waste occurs and allows the measurement of arisings against performance targets. The WMP can then be adapted with changes that are seen through record keeping.

The fully licensed waste contractor employed to remove waste from the Site will be required to provide documented records for all waste dispatches leaving the Site. Each record will contain the following:

- > Consignment Reference Number
- > Material Type(s) and EWC Code(s)/LOW Codes(s)
- > Company Name and Address of Site of Origin
- > Trade Name and Collection Permit Ref. of Waste Carrier
- > Trade Name and Licence Ref. of Destination Facility
- > Date and Time of Waste Dispatch
- > Registration no. of Waste Carrier vehicle
- > Weight of Material
- > Signature of Confirmation of Dispatch detail
- > Date and Time of Waste Arrival at Destination
- > Site Address of Destination Facility

3.10.3.4 **Waste Management Plan Conclusion**

The WMP will be properly adhered to by all staff involved in the Proposed Development which will be outlined within the induction process for all site personnel. The waste hierarchy should always be employed when designing the plan to ensure that the least possible amount of waste is produced during decommissioning. Reuse of certain types of construction wastes will cut down on the cost and requirement of raw materials therefore further minimising waste levels.

This WMP has been prepared to outline the main objectives that are to be adhered to, and it will be updated as required prior to decommissioning.

3.11 **Environmental Management Implementation**

3.11.1 **Roles and Responsibilities**

The Site Manager and/or Environmental Clerk of Works (ECoW) are the development focal point relating to decommissioning-related environmental issues.

In general, the ECoW will maintain responsibility for monitoring the decommissioning works and Contractors/Sub-contractors from an environmental perspective. The ECoW will act as the regulatory interface on environmental matters. The Site Manager will be responsible for reporting to and liaising with Cork County Council and other statutory bodies as required.

The Site Manager in consultation with the ECoW will be responsible for employing the services of a suitably qualified ecologist and any other suitably qualified professionals as required throughout the decommissioning works.

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4.

HEALTH AND SAFETY

Decommissioning of the Proposed Development will necessitate the presence of a construction site and travel on the local public road network to and from the Site. Construction sites and the machinery used on them pose a potential health and safety hazard to construction workers if site rules are not properly implemented.

The Proposed Development will be decommissioned in accordance with all relevant Health and Safety Legislation, including:

- Safety, Health and Welfare at Work Act 2005 (No. 10 of 2005);
- Safety, Health and Welfare at Work (General Application) (Amendment) Regulations 2016 (S.I. No. 36 of 2016);
- S.I. No. 528/2021 - Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2021; and
- Safety, Health and Welfare at Work (Work at Height) Regulations 2006 (S.I. No. 318 of 2006).

The following measures below are also detailed in Chapter 18 (Schedule of Monitoring and Mitigation Measures).

- A Health and Safety Plan covering all aspects of the decommissioning process will address the Health and Safety requirements in detail. This will be prepared on a preliminary basis at the procurement stage and developed further at decommissioning stage.
- All hazards will be identified, and risks assessed. Where elimination of the risk is not feasible, appropriate mitigation and/or control measures will be established. The contractor will be obliged under the decommissioning contract and current health and safety legislation to adequately provide for all hazards and risks associated with the decommissioning phase of the Proposed Development. Safepass registration cards are required for all decommissioning, delivery and security staff. Decommissioning operatives will hold a valid Construction Skills Certificate Scheme card where required. The developer is required to ensure a competent contractor is appointed to carry out the decommissioning works. The contractor will be responsible for the implementation of procedures outlined in the Safety and Health Plan. Public safety will be addressed by restricting Site access during construction. Fencing will be erected in areas of the Site where uncontrolled access is not permitted.
- The suitability of machinery and equipment for use near power lines will be risk assessed.
- All staff will be trained on operating voltages of overhead electricity lines running through the Site. All staff will be trained to be aware of the risks associated with overhead lines. All contractors that may visit the Site are made aware of the location of lines before they come on to Site.
- Barriers will run parallel to the overhead line at a minimum horizontal distance of 6 metres on plan from the nearest overhead line conductor wire.
- When activities must be carried out beneath overhead lines, e.g., turbine component removal, a site-specific risk assessment will be undertaken prior to any works. The risk assessment must take into account the maximum potential height that can be reached by the plant or equipment that will be used prior to any works. Overhead line proximity detection equipment will be fitted to machinery when such works are required.
- Information on safe clearances will be provided to all staff and visitors.
- Signage indicating locations and health and safety measures regarding overhead lines will be erected in canteens and onsite.
- All staff will be made aware of and adhere to the Health & Safety Authority's 'Guidelines on the Procurement, Design and Management Requirements of the Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2021'. This will encompass

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the use of all necessary Personal Protective Equipment and adherence to the Site Health and Safety Plan.

The scale and scope of the Proposed Development necessitates that a Project Supervisor Design Process (PSDP) and Project Supervisor Construction Stage (PSCS) are required to be appointed in accordance with the provisions of the Health & Safety Authority's 'Guidelines on the Procurement, Design and Management Requirements of the Safety, Health and Welfare at Work (Construction) Regulations 2013'.

The PSDP appointed for the decommissioning stage shall be required to perform his/her duties as prescribed in the Safety, Health and Welfare at Work (Construction) Regulations. These duties include (but are not limited to):

- Identify hazards arising from the design or from the technical, organisational, planning or time related aspects of the Proposed Development;
- Where possible, eliminate the hazards or reduce the risks;
- Communicate necessary control measures, design assumptions or remaining risks to the PSCS so they can be dealt with in the Safety and Health Plan;
- Ensure that the work of designers is coordinated to ensure safety;
- Organise co-operation between designers;
- Prepare a written Safety and Health Plan;
- Prepare a safety file for the completed structure and give it to the client; and
- Notify the Authority and the client of non-compliance with any written directions issued.

The PSCS appointed for the decommissioning stage shall be required to perform his/her duties as prescribed in the Safety, Health and Welfare at Work (Construction) Regulations. These duties include (but are not limited to):

- Development of the Safety and Health Plan for the decommissioning stage with updating where required as work progresses;
- Compile and develop safety file information;
- Reporting of accidents / incidents;
- Weekly Site meeting with PSDP;
- Coordinate arrangements for checking the implementation of safe working procedures. Ensure that the following are being carried out:
 - Induction of all Site staff including any new staff enlisted for the Proposed Development from time to time;
 - Toolbox talks as necessary;
 - Maintenance of a file which lists personnel on Site, their name, nationality, current Safe Pass number, current Construction Skills Certification Scheme (CSCS) card (where relevant) and induction date;
 - Report on Site activities to include but not limited to information on accidents and incidents, disciplinary action taken and PPE compliance;
 - Monitor the compliance of contractors and others and take corrective action where necessary; and
 - Notify the Authority and the client of non-compliance with any written directions issued.
- An Emergency Response Plan (ERP) is presented in this section of the Decommissioning Plan. It provides details of procedures to be adopted in the event of an emergency in terms of Site Health, Safety and Environmental protection.

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5. EMERGENCY RESPONSE PLAN

An Emergency Response Plan (ERP) is presented in this section of the Decommissioning Plan. It provides details of procedures to be adopted in the event of an emergency in terms of site health and safety and environmental protection.

5.1 Emergency Response Procedure

The Site ERP includes details on the response required and the responsibilities of all personnel in the event of an emergency. The ERP will require updating and submissions from the contractor/PSCS and sub-contractors as decommissioning progresses. Where sub-contractors that are contracted on site are governed by their own emergency response procedure a bridging arrangement will be adopted to allow for inclusion of the sub-contractor’s ERP within this within this document.

This is a working document that requires updating throughout the various stages of the project.

5.1.1 Roles and Responsibilities

The chain of command during an emergency response sets out who is responsible for coordinating the response. The Site Supervisor/Decommissioning Manager will lead the emergency response which makes him/her responsible for activating and coordinating the emergency response procedure. The other site personnel who can be identified at this time who will be delegated responsibilities during the emergency response are presented in Figure 5-1. In a situation where the Site Supervisor/Decommissioning Manager is unavailable or incapable of coordinating the emergency response, the responsibility will be transferred to the next person in the chain of command outlined in Figure 5-1. This will be updated throughout the various stages of the decommissioning process.

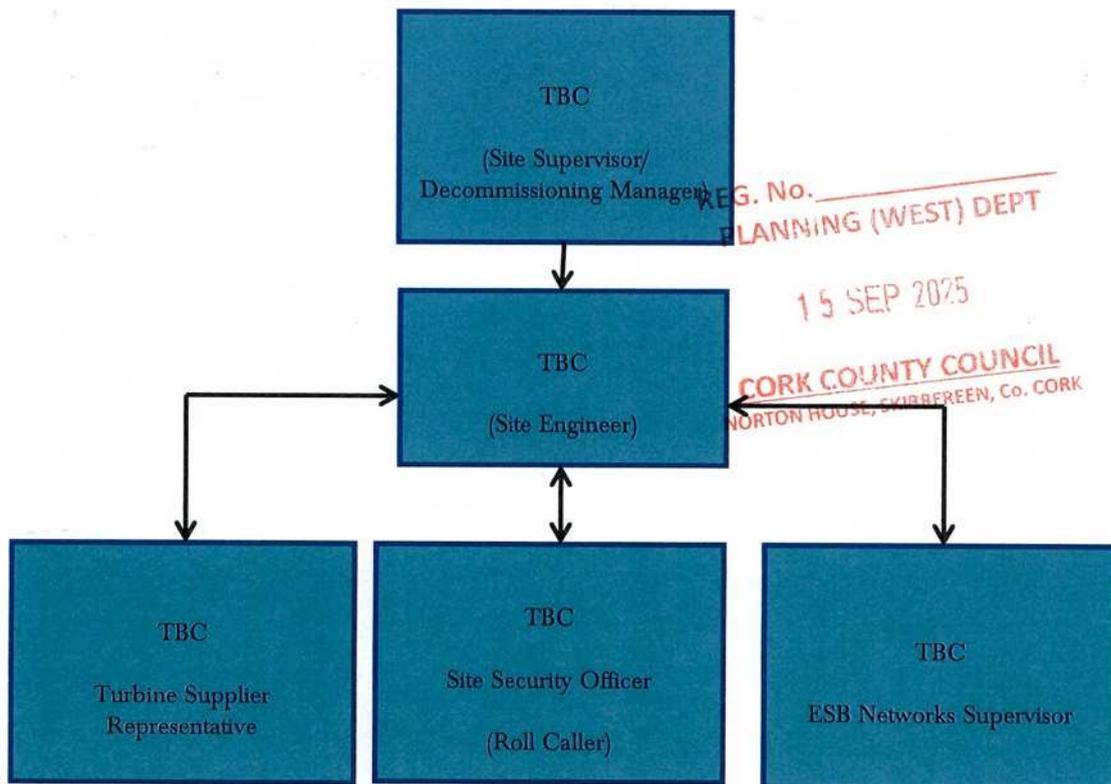


Figure 5-1 Emergency Response Procedure Chain of Command

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5.1.2 Initial Steps

To establish the type and scale of potential emergencies that may occur, the following hazards have been identified as being potential situations that may require an emergency response in the event of an occurrence.

Table 5-1 Hazards associated with potential emergency situations

Hazard	Emergency Situation
Construction Vehicles: Dump trucks, tractors, excavators, cranes etc.	Collision or overturn which has resulted in operator or third-party injury.
Abrasive wheels/Portable Tools	Entanglement, amputation or electrical shock associated with portable tools.
Contact with services	Electrical shock or gas leak associated with an accidental breach of underground services.
Fire	Injury to operative through exposure to fire.
Falls from heights including falls from scaffold towers, scissor lifts, ladders, roofs and turbines.	Injury to operative after a fall from a height.
Sickness	Illness unrelated to site activities of an operative e.g. heart attack, loss of consciousness, seizure.
Turbine Specific Incident	This will be included the turbine manufacturers' emergency response plan.

In the event of an emergency situation associated with, but not restricted to, the hazards outlined in Table 5-1 the Site Supervisor/Decommissioning Manager will carry out the following:

- Establish the scale of the emergency situation and identify the number of personnel, if any, have been injured or are at risk of injury.
- Where necessary, sound the emergency siren/foghorn that activates an emergency evacuation. The Site Supervisor/Decommissioning Manager must proceed to the assembly point if the emergency poses any significant threat to their welfare and if there are no injured personnel at the scene that require assistance. The Site Supervisor/Decommissioning Manager will be required to use their own discretion at that point. In the case of fire, the emergency evacuation should proceed, without exception. The evacuation procedure is outlined in Section 5.1.3.
- Make safe the area if possible and ensure that there is no identifiable risk exists with regard to dealing with the situation e.g. if a machine has turned over, ensure that it is in a safe position so as not to endanger others before assisting the injured.
- Contact the required emergency services or delegate the task to someone. If delegating the task, ensure that the procedures for contacting the emergency services as set out in Section 5.2 is followed.
- Take any further steps that are deemed necessary to make safe or contain the emergency incident, e.g. cordon off an area where an incident associated with electrical issues has occurred.
- Contact any regulatory body or service provider as required, e.g. ESB Networks the numbers for which as provided in Section 5.2.
- Contact the next of kin of any injured personnel where appropriate.

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5.1.3 Site Evacuation/Fire Drill

A site evacuation/fire drill procedure will provide basis for carrying out the immediate evacuation of all site personnel in the event of an emergency. The following steps will be taken:

- Notification of the emergency situation. Provision of a siren or foghorn to notify all personnel of an emergency situation.
- An assembly point will be designated in the construction compound area and will be marked with a sign. All site personnel will assemble at this point.
- A roll call will be carried out by the Site Security Officer to account for all personnel on site.
- The Site Security Officer will inform the Site Supervisor/Decommissioning Manager when all personnel have been accounted for. The Supervisor/Decommissioning Manager will decide the next course of action, which be determined by the situation that exists at that time and will advise all personnel accordingly.

All personnel will be made aware of the evacuation procedure during site induction. The Fire Services Acts of 1981 and 2003 require the holding of fire safety evacuation drills at specified intervals and the keeping of records of such drills.

5.1.4 Spill Control Measures

Every effort will be made to prevent an environmental incident during the decommissioning phase of the Proposed Development. Oil/fuel spillages are one of the main environmental risks that will exist on the Site which will require an emergency response procedure. The importance of a swift and effective response in the event of such an incident occurring cannot be over emphasised. The following steps provide the procedure to be followed in the event of such an incident:

- Stop the source of the spill and raise the alarm to alert people working in the vicinity of any potential dangers.
- If applicable, eliminate any sources of ignition in the immediate vicinity of the incident.
- Contain the spill using the spill control materials, track mats or other material as required. Do not spread or flush away the spill.
- If possible, cover or bund off any vulnerable areas where appropriate such as drains, watercourses or sensitive habitats.
- If possible, clean up as much as possible using the spill control materials.
- Contain any used spill control material and dispose of used materials appropriately using a fully licensed waste contractor with the appropriate permits so that further contamination is limited.
- Notify the ECoW immediately giving information on the location, type and extent of the spill so that they can take appropriate action.
- The ECoW will inspect the Site and ensure the necessary measures are in place to contain and clean up the spill and prevent further spillage from occurring.
- The ECoW will notify the appropriate regulatory body such as Cork County Council, and the Environmental Protection Agency (EPA), if deemed necessary.

The importance of a swift and effective response in the event of such an incident occurring cannot be over emphasised. Environmental incidents are not limited to just fuel spillages. Therefore, any environmental incident must be investigated in accordance with the following steps.

- The ECoW must be immediately notified.
- If necessary, the ECoW will inform the appropriate regulatory authority. The appropriate regulatory authority will depend on the nature of the incident.
- The details of the incident will be recorded on an Environmental Incident Form which will provide information such as the cause, extent, actions and remedial measures used



following the incident. The form will also include any recommendations made to avoid reoccurrence of the incident.

- A record of all environmental incidents will be kept on file by the ECoW and the Main Contractor. These records will be made available to the relevant authorities such as Cork County Council, or the EPA if required.

The ECoW will be responsible for any corrective actions required as a result of the incident e.g. an investigative report, formulation of alternative works methodologies or environmental sampling, and will advise the Main Contractor as appropriate.

5.2 Contact the Emergency Services

5.2.1 Emergency Communications Procedure

In the event of requiring the assistance of the emergency services the following steps will be taken:

Stay calm. It is important to take a deep breath and not get excited. Any situation that requires 999/112 is, by definition, an emergency. The dispatcher or call-taker knows that and will try to move things along quickly, but under control.

Know the location of the emergency and the number you are calling from. This may be asked and answered a couple of times but do not get frustrated. Even though many emergency call centres have enhanced capabilities meaning they are able to see your location on the computer screen they are still required to confirm the information. If for some reason you are disconnected, at least emergency crews will know where to go and how to call you back.

Wait for the call-taker to ask questions, then answer clearly and calmly. If you are in danger of assault, the dispatcher or call-taker will still need you to answer quietly, mostly "yes" and "no" questions.

If you reach a recording, listen to what it says. If the recording says your call cannot be completed, hang up and try again. If the recording says all call takers are busy, WAIT. When the next call-taker or dispatcher is available to take the call, it will transfer you.

Let the call-taker guide the conversation. He or she is typing the information into a computer and may seem to be taking forever. There is a good chance, however, that emergency services are already being sent while you are still on the line.

Follow all directions. In some cases, the call-taker will give you directions. Listen carefully, follow each step exactly, and ask for clarification if you do not understand.

Keep your eyes open. You may be asked to describe victims, suspects, vehicles, or other parts of the scene.

Do not hang up the call until directed to do so by the call taker.

Due to the location of the Site, it may be necessary to liaise with the emergency services on the ground in terms of locating the Site. This may involve providing an escort from a designated meeting point that may be located more easily by the emergency services. This should form part of the site induction to make new personnel and sub-contractors aware of any such arrangement or requirement if applicable.

5.3 Contact Details

A list of emergency contacts is presented in Table 5-2. A copy of these contacts will be included in the Site Safety Manual and in the site offices and the various site welfare facilities.

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Table 5-2 Emergency Contacts

Contact	Telephone no.
Emergency Services – Ambulance, Fire, Gardaí	999/112
Doctor – Bantry Bay Medical Centre, the Quays, Bantry, Co. Cork	027 20022
Hospital – Bantry General Hospital – Bantry, Co. Cork	027 50133
ESB Emergency Services	1850 372 999
Gardaí – Kealkill Garda Station, Carriganass, Co. Cork	027 66002
Health and Safety Co-ordinator - Health & Safety Services	TBC
Health and Safety Authority	1890 289 389
Inland Fisheries Ireland (IFI)	1890 347 424
Project Supervisor Construction Stage (PSCS): TBC	TBC
Project Supervisor Design Stage (PSDS): TBC	TBC
Client: Wingleaf Ltd.	021 7336034

5.4 Procedure for Personnel Tracking

All operatives on site without any exception will have to undergo a site induction where they will be required to provide personal contact details which will include contact information for the next of kin.

In the event of a site operative becoming in an emergency situation where serious injury has occurred and hospitalisation has taken place, it will be the responsibility of the Site Manager or next in command if unavailable to contact the next of kin to inform them of the situation that exists.

5.5 Induction Checklist

Table 5-3 provides a list of items highlighted in this ERP which must be included or obtained during the mandatory site induction of all personnel that will work on the Site. This will be updated throughout the various stages of the Proposed Development.

Table 5-3 Emergency Response Plan Items Applicable to the Site Induction Process

ERP Items to be included in Site Induction	Status
All personnel will be made aware of the evacuation procedure during site induction	
It may be necessary to liaise with and assist the emergency services on the ground in terms of locating the Site. This may involve providing an escort from a designated meeting point that may be located more easily by the emergency services. This should form part of the site induction to make new personnel and sub-contractors aware of any such arrangement or requirement if applicable.	

ERP Items to be included in Site Induction	Status
All operatives on site without any exception will have undergone a site induction where they will be required to provide personal contact details which will include contact information for the next of kin.	

6. PROGRAMME OF WORKS

6.1 Decommissioning Schedule

The decommissioning phase will take approximately 3 – 6 months to complete from commencing the removal of proposed turbines to the final reinstatement of the Site.

At this time, it is not possible to determine when decommissioning will take place. The phasing and scheduling of the main decommissioning task items are outlined in Figure 6-1 below.

ID	Task Name	Task Description	Month 1-3	Month 3-6
1	Site Health and Safety			
2	Turbine Decommissioning	Disconnect Power Output		
3	Substation Decommissioning	Remove materials from with the Substation building and compound, cut both ends of underground cables below, demolish		
4	Turbine & Met Mast Dismantling	Disassemble Turbine Components		
5	Turbine Removal	Transport of all turbine Components off Site		
6	Cable Removal	Remove Underground Cables from Ducting		
7	Turbine & Met Mast Foundations Backfill	Reinstate Foundation Areas by Covering with Soil Material		
8	Accommodation Areas Reinstatement	Reinstate Temporary Abnormal Load Entrance and any necessary Boundary		

Figure 6-1 Indicative Decommissioning Schedule

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7.

MITIGATION PROPOSALS

All mitigation measures relating to the pre-commencement, construction and operational phases of the Proposed Development are set out in the various sections of the Environmental Impact Assessment Report (EIAR), the NIS and listed in Chapter 18 (Schedule of Mitigation Measures) prepared as part of the planning permission application to CCC.

This section of the Decommissioning Plan groups together all of the mitigation measures presented in the above documents. The Mitigation Measures are presented in the following pages.

By presenting the mitigation proposals in the below format, it is intended to provide an easy to audit list that can be reviewed and reported on during the decommissioning phase of the Proposed Development.

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Table 7-1 Proposed Mitigation Measures

Ref. MM no.	Reference Heading	Reference Location	Mitigation Measure	Audit Result	Action Required
EIAR Chapter 4 Description of the Proposed Development					
Decommissioning Phase					
MM39	Decommissioning Plan	EIAR Chapter 4	Prior to the end of the operational period the Decommissioning Plan will be updated in line with decommissioning methodologies that may exist at the time and will agree with the competent authority at that time.		
MM40	Decommissioning Plan	EIAR Chapter 4 DP Section 2	<ul style="list-style-type: none"> ➤ Upon decommissioning of the Proposed Development, the wind turbines and met mast will be disassembled in reverse order to how they were erected. All above ground turbine and mast components would be separated and removed off-site for recycling. Turbine and mast foundations would remain underground and would be covered with earth and allowed to revegetate. ➤ As per the original grant of permission, the existing onsite 38kV substation will need to be decommissioned. The decommissioning of the electrical control building will involve the stripping-out and removal of steel, conductors, switches and other materials and equipment. These materials will then be reconditioned and reused or recycled ➤ The underground electrical cabling connecting the turbines and met mast to the existing onsite 38kV substation will be removed from the cable ducts. The cabling will be pulled from the cable ducts using a mechanical winch which will extract the cable and re-roll it on to a cable drum. This will be undertaken at the original cable jointing pits which will be excavated using a mechanical excavator and will be fully re-instated once the cables are removed. The cable ducting will be left in-situ as it is considered the most environmentally prudent option, avoiding unnecessary excavation and soil disturbance. The cable materials will be transferred to a suitable recycling or recovery facility. 		

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Ref. MM no.	Reference Heading	Reference Location	Mitigation Measure	Audit Result	Action Required
MM41	Refuelling	<p>EIAR Chapter 4, 8, 9</p> <p>DP Section 3</p>	<ul style="list-style-type: none"> ➤ Wherever possible, vehicles will be refuelled off-site, particularly for regular road-going vehicles. ➤ On-site refuelling of machinery will be carried out at designated refuelling areas at various locations throughout the Site. ➤ Heavy plant and machinery will be refuelled on-site by a fuel truck that will come to the Site as required on a scheduled and organised basis. ➤ Other refuelling will be carried out using mobile double skinned fuel bowser. The fuel bowser will be parked on a level area on-site when not in use. All refuelling will be carried out outside designated watercourse buffer zones. ➤ Only designated trained and competent operatives will be authorised to refuel plant on-site. ➤ Mobile measures such as drip trays and fuel absorbent mats will used during refuelling operations as required. ➤ All plant and machinery will be equipped with fuel absorbent material and pads to deal with any event of accidental spillage <p>The following mitigation measures are proposed to avoid release of hydrocarbons at the Proposed Development:</p> <ul style="list-style-type: none"> ➤ Road-going vehicles will be refuelled off site wherever possible; ➤ Fuels volumes stored on site will be minimised; ➤ Oils or fuels stored in turbines will be drained and disposed of off-site by a licenced waste contractor, to prevent leakage to groundwater or surface water; ➤ The plant used will be regularly inspected for leaks and fitness for purpose; ➤ An emergency plan for the decommissioning phase to deal with accidental spillages will be developed (refer to Section 5 of this Plan). Spill kits will be available to deal with an accidental spillage in and outside the refuelling area. 		

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			<ul style="list-style-type: none"> > A programme for the regular inspection of plant and equipment for leaks and fitness for purpose will be developed at the outset of the decommissioning phase. 		
EIAR Chapter 7 Birds					
Decommissioning Phase					
MM73	Birds	EIAR Chapter 7	<ul style="list-style-type: none"> > Decommissioning surveys will be undertaken within one month prior to the initiation of works at the Proposed Development to identify sensitive sites (e.g. roosts). Any requirement for decommissioning works to run into the subsequent breeding and winter seasons following commencement will be subject to a repeat of the pre-commencement bird surveys to confirm the absence of breeding birds of conservation concern once per month during the breeding season (April to July) and once during the winter season (October). The survey will aim to identify sensitive sites e.g., nests or roosts depending on the season in question. > The surveys will be undertaken by a suitably qualified ornithologist. The surveys will comprise a thorough walkover survey of the development footprint and/or all works areas to a 500m radius, where access allows. If winter roosts or nests of birds of high conservation concern are identified, the roost/nest will be earmarked for continued monitoring during works. If the roost/nest is found to be active during works, works will cease within a species-specific buffer of its location in line with best practice guidance (e.g. Forestry Commission Scotland, 2006; Goodship and Furness 2022; Ruddock and Whitfield, 2007) to avoid disturbance. No works shall be permitted within the buffer until it can be demonstrated that the roost/nest is no longer occupied. > All site staff and subcontractors will be made aware of any restrictions to be imposed by means of a toolbox talk and a map of the 'no-work zone' will be made available to all construction staff. The restricted 		

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			area will also be marked to alert all personnel on site to the suspension of works within that area.		
EIAR Chapter 8 Land Soils & Geology					
Decommissioning Phase					
MM81	Decommissioning Phase	EIAR Chapter 8	<ul style="list-style-type: none"> ➤ The potential impacts associated with decommissioning of the Proposed Project will be similar to those associated with construction but of reduced magnitude (i.e., soil/subsoil/bedrock excavation; Contamination by Leakage/Spillages). ➤ Mitigation measures applied during decommissioning activities will be similar to those applied during construction where relevant. Some of the impacts will be avoided by leaving elements of the Proposed Development in place where appropriate. Mitigation measures to avoid contamination by accidental fuel leakage and compaction of soil by on-site plant will be implemented as per the construction phase mitigation measures. 		
EIAR Chapter 9 Water					
Decommissioning Phase					
MM101	Decommissioning	EIAR Chapter 9	The potential impacts associated with decommissioning of the Proposed Development will be similar to those associated with construction but of a reduced magnitude, due to the reduced scale of the proposed decommissioning works in comparison to construction phase works. During decommissioning, it may be possible to reverse or at least reduce some of the potential impacts caused during construction by rehabilitating construction areas such as turbine bases, hard standing areas. Some of the impacts will be avoided by leaving elements of the Proposed Development in place where appropriate. Mitigation measures to avoid contamination by accidental fuel leakage and compaction of soil by on-site plant will be implemented as per the construction phase mitigation measures.		
Chapter 10 Air Quality					
Decommissioning Phase					

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MM105	Decommissioning Phase	EIAR Chapter 10	Any impact and consequential effect that occurs during the decommissioning phase are similar to that which occur during the construction phase, be it of less effect. The mitigation measures prescribed for the construction phase of the Proposed Development will be implemented during the decommissioning phase thereby minimising any potential impacts.		
Chapter 11 Climate					
Decommissioning Phase					
MM108	Decommissioning Phase	EIAR Chapter 11	Any impact and consequential effect that occurs during the decommissioning phase are similar to that which occur during the construction phase, be it of less impact. The mitigation measures prescribed for the construction phase of the Proposed Development will be implemented during the decommissioning phase thereby minimising any potential impacts.		
EIAR Chapter 12 Noise					
Decommissioning Phase					
MM111	Noise	EIAR Chapter 12 DP Section 3	No specific mitigation measures are required for decommissioning. To ameliorate any potential noise impacts that may present during the decommissioning phase, a schedule of noise control measures has been formulated in accordance with best practice guidance.		
Chapter 13 Landscape and Visual					
Decommissioning Phase					
MM112	Landscape Effects	EIAR Chapter 13	<p>Mitigation by Design:</p> <p>Through the iterative project design process, informed by early-stage impact assessment work, landscape modelling, ZTV mapping, and photomontage visualisations, every effort has been made to bring forward the optimum design for the Proposed Development with respect to landscape and visual factors. The Proposed Development layout that is the subject of this LVIA incorporates the following landscape and visual design considerations for best practice wind farm design:</p> <ul style="list-style-type: none"> ➤ The turbines are located within an area surrounded by ridges of high elevations which limits open views of the proposed turbines from large 		

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	<p style="text-align: center;">REG. No. _____ PLANNING (WEST) DEPT 15 SEP 2025</p> <p style="text-align: center;">CORK COUNTY COUNCIL NORTON HOUSE, SKIBBEREEN, CO. CORK</p>		<p>areas within the LVIA Study Area (see definition in Section 13.2.1 of the EIAR), particularly from potentially sensitive receptors such as settlements or cultural heritage/amenity areas. In particular, Gougane Barra, as well as the high value West Cork Peninsula, and other High Value Landscapes (HVL) of County Cork, have little to no theoretical visibility (Note the ZTV outputs in Figure 13-1 of the EIAR).</p> <ul style="list-style-type: none"> ➤ The Proposed Development is sited in an area of West Cork which has areas of very high landscape value and sensitivity. The special landscape qualities contributing to this sensitivity are attributed to the dramatic coastal and mountainous landscape to the south-west of the Site around Bantry Bay, as well as the enclosed landscape of Gougane Barra to the north of the Site. As demonstrated by all of the photomontages, and as comprehensively discussed in Section 13.7 of the EIAR, the Proposed Development does not obstruct or intrude upon the key scenic or landscape sensitivities of the area - the dramatic seascape and mountains to the south-west or the enclosed hamlet of Gougane Barra. ➤ Many key settlements are situated within the lower-lying depressions of the landscape, benefiting from natural topographical screening that mitigates the visual exposure within the wider LVIA Study Area. ➤ Residential receptors in close proximity to the proposed turbines are predominantly located at lower elevations, often within valleys or enclosed topographical formations. These landscape characteristics provide a high degree of visual containment, further minimising the visual extent of the proposed turbines. ➤ Chapter 6 of the Guidelines (DoEHLG, 2006) reports 'Aesthetic Considerations in Siting and Design' for Wind Energy Developments and includes the following text: '<i>It is preferable to avoid locating turbines where they can be seen one behind another, when viewed from highly sensitive key view points (for example, viewing points along walking or scenic routes, or from designated views or prospects), as this results in visual stacking and, thus, confusion.</i>' Compared to the previously permitted and operated 10 turbine development as well as the proposed 7 turbine application, the Proposed Development involves a reduction of the number of visible turbines from 10 		

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			<p>(originally permitted and operated) to 3. This reduction in turbine numbers results in decreased visual stacking, reduced visual clutter, and an overall clearer, more cohesive composition within the landscape. Overall, the 3 turbines are well-integrated into the upland landscape, with surrounding topographical features minimising visibility across the LVIA Study Area (see Section 13.2.1 of the EIAR for definition) and ensuring they appear appropriately scaled within their setting.</p> <ul style="list-style-type: none"> ➤ Turbines previously operated at the Site and wind farm supporting infrastructure is still present at the Site. Thus, the Site is characterised as a heavily modified human landscape with limited aesthetic qualities within the Site itself. Therefore, the Site is deemed capable of effectively absorbing the Proposed Development. ➤ The proposed turbines have been strategically sited to ensure they are visually balanced within the landscape when they are visible, as demonstrated by the photomontages produced in Volume 2: Photomontage Booklet. As can be seen by the photomontages, the proposed turbines are most often arranged neatly in a linear array. ➤ As demonstrated by all of the photomontages, when the proposed turbines are visible, they are seen in an upland plateau, relatively contained by distinctive landform features; The proposed turbines have been strategically sited along the infrastructure of the previously existing turbines, thereby limiting the need for extensive vegetation removal and minimising disturbance to the surrounding landscape, maintaining the overall integrity of the Site. ➤ The turbine layout has been designed to create a coherent arrangement of turbines, contiguous and connected to each other visually and within consistent spacing in line with the guidance for design and siting of wind farms within a Transitional Marginal Landscape in the Wind Energy Development Guidelines for Planning Authorities (Department of the Environment, Heritage, and Local Government (DoEHLG), 2006, (hereafter referred to as the Guidelines (DoEHLG, 2006)), and regard to the Draft Revised Wind Energy Development Guidelines (Department of Housing, Planning and Local 		

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Ref. MM no.	Reference Heading	Reference Location	Mitigation Measure	Audit Result	Action Required
			<ul style="list-style-type: none">> The turbines will not be visible from Gougane Barra itself, including its lakes and walking trails, which is a key sensitive location of concern to the local authority and surrounding community.> Gougane Barra, as well as the high value West Cork Peninsula, and other High Value Landscapes (HVL) of County Cork have little to no theoretical visibility.		
Chapter 15 Other Material Assets					
Decommissioning					
MM124	Decommissioning	EIAR Chapter 15	Any impact and consequential effect that occurs during the decommissioning phase will be similar to that which occurs during the construction phase, however to a lesser extent.		

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8. **MONITORING PROPOSALS**

All monitoring proposals relating to the pre-commencement, construction and operational phases of the Proposed Development were set out in various sections of the EIAR, NIS and listed in Chapter 18 (Schedule of Mitigation Measures) prepared as part of the planning permission application to CCC.

This section of the Decommissioning Plan groups together all of the monitoring proposals presented in the planning documentation. The monitoring proposals are presented in the following pages.

By presenting the monitoring proposals in the below format, it is intended to provide an easy to audit list that can be reviewed and reported on during the decommissioning phase of the Proposed Development.

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Table 8.1 Proposed Monitoring Measures

Ref. No.	Reference Heading	Reference Location	Monitoring Measure	Frequency	Reporting Period	Responsibility
Decommissioning Phase						
MX23	Decommissioning	DP Section 1	<p>As noted in the Scottish Natural Heritage report (SNH) <i>Research and Guidance on Restoration and Decommissioning of Onshore Wind Farms</i> (SNH, 2013) reinstatement proposals for a wind farm are made approximately 30 years in advance, so within the lifespan of the wind farm, technological advances and preferred approaches to reinstatement are likely to change. According to the SNH guidance, it is therefore:</p> <p style="text-align: center;">“best practice not to limit options too far in advance of actual decommissioning but to maintain informed flexibility until close to the end-of-life of the wind farm”.</p> <p>In this regard, the Decommissioning Plan (DP) will be reviewed and updated prior to commencement of decommissioning works to take account of the relevant conditions of the planning permission and current health and safety standards at the time of decommissioning. The DP will be agreed in writing with the Planning Authority prior to the commencement of the decommissioning phase.</p>	End of Operational Life	As Required	Developer Appointed/ Contractor
MX24	Decommissioning	DP Section 3	The ECoW will maintain responsibility for monitoring the decommissioning works and Contractors/Sub-contractors from an environmental perspective. The ECoW will act as the regulatory interface on environmental matters. The Site Manager will be responsible for reporting to and liaising with Cork County Council and other statutory bodies as required.	End of Operational Life	As Required	Site Manager/ ECoW
MX25	Decommissioning	DP Section 3	The Site Manager in consultation with the ECoW will be responsible for employing the services of a suitably qualified ecologist and any other suitably qualified professionals as required throughout the decommissioning works.	End of Operational Life	As Required	Site Manager/ ECoW
MX26	Decommissioning	DP Section 3	The Site Manager will take steps to ensure the sourcing of suitably clean soil material and verify the quality of the material by having it inspected prior to bringing it to site by a suitably qualified ecologist.	End of Operational Life	As Required	Project Ecologist

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Ref. No.	Reference Heading	Reference Location	Monitoring Measure	Frequency	Reporting Period	Responsibility
			Prior to decommissioning, a suitably qualified ecologist will complete an invasive species survey of the Site to identify invasive species where any minor excavation will be required. If present in these areas, the ecologist will propose suitable management measures.			
MX27	Health and Safety	DP Section 4	<ul style="list-style-type: none"> > Report on Site activities to include but not limited to information on accidents and incidents, disciplinary action taken and PPE compliance; > Monitor the compliance of contractors and others and take corrective action where necessary; and <p>Notify the Authority and the client of non-compliance with any written directions issued.</p>	End of Operational Life	As Required	PSCS
MX28	Birds	Appendix 7-7	<ul style="list-style-type: none"> > Decommissioning surveys will be undertaken within one month prior to the initiation of works at the Proposed Development to identify sensitive sites (e.g. roosts). Any requirement for decommissioning works to run into the subsequent breeding and winter seasons following commencement will be subject to a repeat of the pre-commencement bird surveys to confirm the absence of breeding birds of conservation concern once per month during the breeding season (April to July) and once during the winter season (October). The survey will aim to identify sensitive sites e.g., nests or roosts depending on the season in question. > The surveys will be undertaken by a suitably qualified ornithologist. The surveys will comprise a thorough walkover survey of the development footprint and/or all works areas to a 500m radius, where access allows. If winter roosts or nests of birds of high conservation concern are identified, the roost/nest will be earmarked for continued monitoring during works. If the roost/nest is found to be active during works, works will cease within a species-specific buffer of its location in line with best practice guidance (e.g. Forestry Commission Scotland, 2006; Goodship and Furness 2022; Ruddock and Whitfield, 	End of Operational Life	As Required	Project Ornithologist

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Ref. No.	Reference Heading	Reference Location	Monitoring Measure	Frequency	Reporting Period	Responsibility
			<p>2007) to avoid disturbance. No works shall be permitted within the buffer until it can be demonstrated that the roost/nest is no longer occupied.</p> <p>> All site staff and subcontractors will be made aware of any restrictions to be imposed by means of a toolbox talk and a map of the 'no-work zone' will be made available to all construction staff. The restricted area will also be marked to alert all personnel on site to the suspension of works within that area.</p>			

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9. COMPLIANCE AND REVIEW

9.1 Site inspections and Environmental Audits

Routine inspections of decommissioning activities will be carried out on a daily and weekly basis by the ECoW and the Site Supervisor/Decommissioning Manager to ensure all controls to prevent environmental impacts, relevant to the decommissioning activities taking place at the time, are in place.

Environmental inspections will ensure that the works are undertaken in compliance with this Decommissioning Plan and all other planning application documents. Only suitably trained staff will undertake environmental site inspections.

9.2 Auditing

Environmental audits will be conducted at planned intervals to determine whether the Decommissioning Plan is being properly implemented and maintained. The results of environmental audits will be provided to project management personnel. In contrast to monitoring and inspection activities, audits are designed to shed light on the underlying causes of non-compliance, and not merely detect the non-compliance itself. In addition, audits are the main means by which system and performance improvement opportunities may be identified. Environmental audits will be carried out by the ECoW on behalf of the appointed contractor. It is important that an impartial and objective approach is adopted.

Once the Proposed Development has been decommissioned and all identified infrastructure removed from the Site, a report of compliance with decommissioning works mitigation measures will be prepared.

9.3 Environmental Compliance

The following definitions shall apply in relation to the classification of Environmental Occurrences during decommissioning of the Proposed Development:

Environmental Near Miss: An occurrence which if not controlled or due to its nature could lead to an Environmental Incident.

Environmental Incident: Any occurrence which has potential, due to its scale and nature, to migrate from source and have an environmental impact beyond the Site.

Environmental Exceedance Event: An environmental exceedance event occurs when monitoring results indicate that limits for a particular environmental parameter (as indicated in the Environmental Monitoring Programme) has been exceeded.

An exceedance will immediately trigger an investigation into the reason for the exceedance occurring and the application of suitable mitigation where necessary.

Exceedance events can be closed out on achieving a monitoring result below the assigned limit for a particular environmental parameter.

Environmental Non-Compliance: Non-fulfilment of a requirement and includes any deviations from established procedures, programs and other arrangements related to the EMP.

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9.4

Corrective Action Procedure

A corrective action is implemented to rectify an environmental problem on-site. Corrective actions will be implemented by the Site Supervisor/Decommissioning Manager, as advised by the Site Environmental Clerk of Works. Corrective actions may be required as a result of the following:

- Environmental Audits;
- Environmental Inspections and Reviews;
- Environmental Monitoring;
- Environmental Incidents; and,
- Environmental Complaints.

A Corrective Action Notice will be used to communicate the details of the action required to the main contractor. A Corrective Action Notice is a form that describes the cause and effect of an environmental problem on site and the recommended corrective action that is required. The Corrective Action Notice, when completed, will include details of close out and follow up actions.

If an environmental problem occurs on site that requires immediate attention direct communications between the Site Supervisor/Decommissioning Manager and the ECoW will be conducted. This in turn will be passed down to the Site staff involved. A Corrective Action Notice will be completed at a later date.

9.5

Decommissioning Plan Review

This Decommissioning Plan will be reviewed and updated prior to commencement of any decommissioning works. In accordance with the guidelines set out in the SNH Research and Guidance 2013 document pertaining to *restoration and decommissioning of onshore wind farms*, further updates will be completed to the plan during decommissioning works to adapt to specific situations or site conditions which may be encountered and consequently need to be considered by the plan.

This report provides the environmental management framework to be adhered to during the decommissioning phase of the Proposed Development, and it incorporates the mitigating principles to ensure that the work is carried out in a way that minimises the potential for any environmental impacts to occur.

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