TOBIN

Rooaunalaghta Green Energy Project

Appendix 16-5
Field Inspection

ROOAUNALAGHTA
Green Energy

BUILT ON KNOWLEDGE

APPENDIX 16-5 FIELD INSPECTION

Field inspection is necessary to determine the extent and nature of archaeological, architectural, and cultural heritage remains and can also lead to the identification of previously unrecorded or suspected sites and portable finds through topographical observation and local information.

The field inspections were carried out from 10th–13th February 2026 and 1st July 2026. They sought to assess these areas, their previous and current land use, the topography and any additional information relevant to the report.

The following field inspection report begins at the R334 road, where the two proposed site access points are located. From that starting point, the site inspection narrative proceeds along the planned new access tracks heading south and west of the R334 towards Turbines 1-4, and then towards Turbines 5-13 located north and east of the R334 and along the proposed grid connection route to the location of the proposed 110 kV substation.

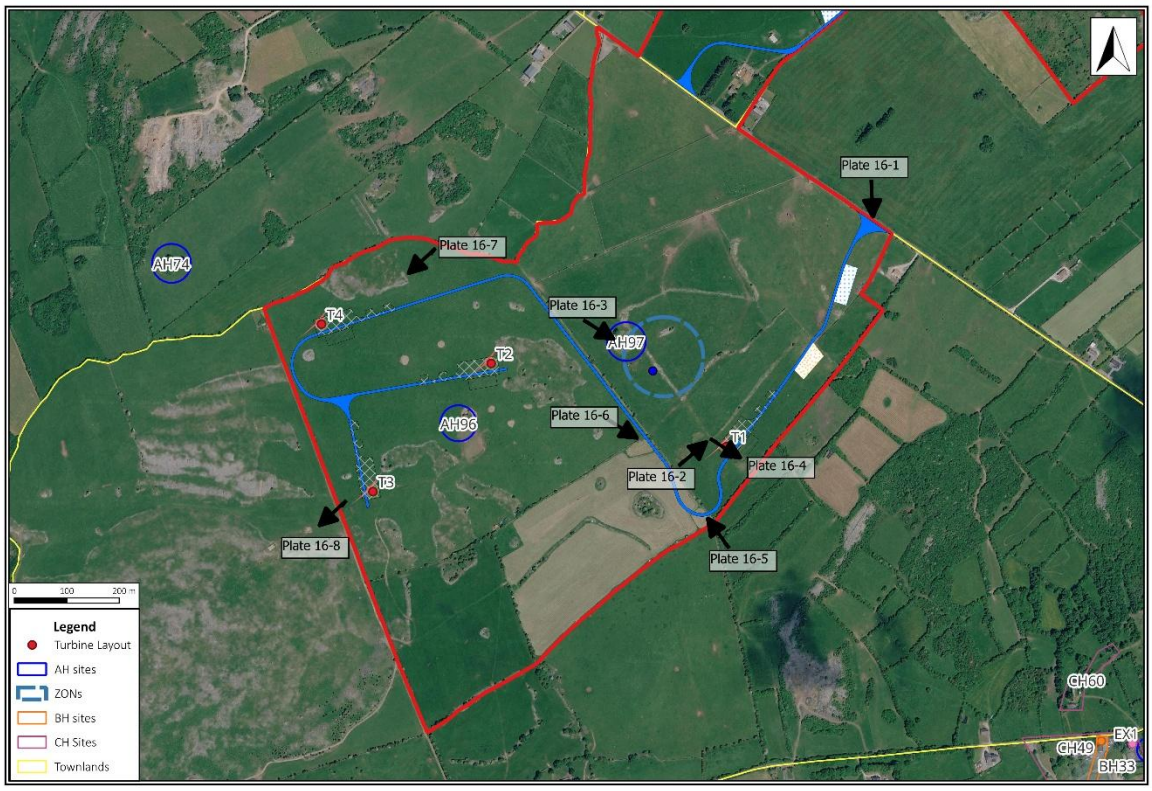


Figure 06-4a: Key to Plates 16-1 to 16-8

1.1 PROPOSED WIND FARM SITE, TURBINES 1-4

Site Access 1 shall create a new opening in the drystone walling and a hedgerow field boundary (Plate 16-1). The road comprises the Cloughmoyne-Toorard townland boundary (TB1); the walling may be considered an ancillary part of that boundary. After the entrance point, the proposed access track passes southwest-wards through two undulating fields of good pasture before reaching the relatively level location of Turbine 1.

A borrow pit/soil storage area is proposed within an open part of the second field. Several large field clearance cairns were seen as well as long linear clearance banks or sinuous stone lines, some of which have been formed into enclosures; though this is not deemed to have occurred during antiquity. One of the linear clearance banks is situated near Turbine 1 and just 13 m north of the proposed access track (Plate 16-2). It measures c. 165 m long and c. 5 m wide and it is aligned northeast-southwest with a tree at each end. In aerial photography, it appears even longer, and is shown as connecting to other linear features in the neighbouring field to the north, which are inside the wind farm area. These additional linear features were evident during the field inspection.

Possible enclosure AH97 is also situated in this wider area, c. 260 m northwest of T1. On aerial photography, it takes the appearance of a denuded ringfort-cashel. On the ground however, it took the appearance of a sub-circular stone clearance cairn. The stones were indistinguishable from the adjacent linear and curvilinear clearance banks (Plate 16-3). Also close to the proposed Turbine 1 works area, a stoney, water-filled, circular depression was noted; possibly a small-scale quarrying hole, or a watering hole used by livestock which is not archaeologically significant (Plate 16-4).



Plate 16-1: View of proposed site entrance and proposed track, facing south from the R334 to T1



Plate 16-2: Linear stone clearance bank, adjacent to the proposed T1 work area, facing northeast



Plate 16-3: Possible enclosure AH97 and adjacent piles of clearance rock, facing southeast



Plate 16-4: Stoney, water-filled, circular depression within/adjacent to the proposed T1 work area, facing southeast

After Turbine 1, the proposed access track continues southwest for c. 110 m before passing through another section of drystone walling (Plate 16-5). The proposed access track then turns northwest-wards and runs parallel to this wall for c. 190 m before passing through another drystone wall (Plate 16-6). The proposed access track then continues for c. 400 m before turning to the west-southwest for c. 300 m, at the end of which lies the proposed Turbine 4 works area; this comprises flat pasture, with stoney patches present within the wider periphery. To the northeast of the Turbine 4 works area, there lies an unimproved stoney field surrounded by a much-denuded rubble stone boundary (Plate 16-7).



Plate 16-5: Drystone walling to south of T1, through which the access track will pass, facing northwest



Plate 16-6: Drystone walling to west of T1, through which the access track will pass, facing southeast



Plate 16-7: Unimproved stoney field surrounded by a much-denuded rubble stone boundary, northeast of T4, facing southwest

After the Turbine 4 works area, the proposed access track curves southwards, and then branches off in two directions; towards the eastern Turbine 2 works area and the southern Turbine 3 works area. The access track terminates in both of these locations. The turbine works areas both comprise gently undulating areas of good pasture. A quarry pit was visible a short distance outside of the western site boundary, near Turbine 3 (Plate 16-8). AH96 is located

between Turbines 2 and 3. It is a redundant record, the findspot of an artefact, and nothing of archaeological significance was seen in that location.



Plate 16-8: Quarry pit situated just outside of the site boundary, near T3, facing west



Figure 06-4b: Key to Plates 16-9 to 16-12

1.2 Proposed Wind farm Site, Turbines 5-13

Generally, this portion of the proposed wind farm comprises undulating fields of good pasture, though in the far east the landscape is characterised by abundant karst limestone outcropping (for an introduction to karst geology and the impact of human communities on karst landscapes, see Kranjc 2012). Also known as limestone pavements, fissured areas of exposed bedrock like this are renowned for their excellent archaeological potential.

This karst limestone is likely to be cavernous. Whilst there are numerous archaeological souterrains within the broader study area, natural karst caverns or caves may have offered naturally formed yet similar subterranean areas which may have been exploited during antiquity. No caves were identified during the field inspection, although it is possible that they exist hidden by vegetation or rocks. Signs of modern quarrying were identified, and it is likely that the rock which was used built Cahermacturk hillfort and the associated hut site AH98 was sourced locally from these areas of limestone outcropping.

Site Access 2 would create a new opening through drystone walling and a hedgerow field boundary (Plate 16-9). The road comprises the Cloughmoyne-Toorard townland boundary (TB2); the walling may be considered an ancillary part of that boundary. This is also the parish boundary between Kilmainebeg and Shrule.



Plate 16-9: Field boundary wall and hedgerow though which the proposed access track from the R334 to T5 would pass, facing northwest

After the entrance, the proposed track enters into Carrowoughteragh, and then runs to the northeast through three fields of good pasture for c. 565 m. This part of the proposed access track runs immediately adjacent to the Carrowoughteragh-Toorard townland boundary (TB3; also the Shrule-Kilmainebeg parish boundary). It constitutes a treelined drystone wall. That boundary is also crossed by a corner section of the proposed track, prior to T5. This track corner will affect a c. 60 m stretch of the TB3 townland boundary (Plate 16-10). This remediation is to be partial and temporary.



Plate 16-10: Carrowoughteragh-Toorard townland boundary (TB3; also Kilmainebeg-Shrule parish boundary) behind which lies the proposed T5 works area, facing southeast

Ringfort AH78 is situated nearby to this area; it is within the redline site boundary and c. 105m from the nearest proposed works area. This denuded and densely vegetated ringfort is situated adjacent to a quarry (Plate 16-11).



Plate 16-11: Ringfort-cashel AH78 (right) situated adjacent to a quarry (left), panorama facing west, north and east

Another branch of the proposed access track turns to the northwest for c. 160 m before reaching the Turbine 6 works area. The proposed track will pierce through two pairs of gate piers, each positioned within drystone wall field boundaries (Plate 16-12). The gate piers – which will require removal – appeared to be modern. The Turbine 6 works area itself comprises a flat area of open pasture, with some field boundaries present.



Plate 16-12: The southern pair of modern gate piers and field boundary through which the proposed access track directly impact between junction area and T6, facing north-northwest

Upon leaving the Turbine 6 works areas, the proposed access track shall pass through a drystone wall field boundary before running to the northeast for c. 600 m through several open pasture fields to Turbine 7. The townland boundary between Carrowoughteragh and Brodullagh South (TB4) is crossed in this area. The walling in the part that will be impacted could not be seen due to dense vegetation. Elsewhere however, in a more exposed and far less vegetated part, the drystone wall was seen to be of an impressive stature, including large boulders (Plate 16-13). While not all of the wall is constructed like this, this distinctive form of boulder construction can be considered of greater significance than the more typical areas of walling.



Figure 06-4b: Key to Plates 16-13 to 16-17



Plate 16-13: Boulders within the Carrowoughteragh-Brodullagh South townland boundary drystone wall (TB4), facing north-northeast towards T7

The site of Turbine 7 itself comprises a single field of good pasture that slopes moderately to the south. From Turbine 7, the proposed access track travels southeast for c. 180 m before reaching Turbine 8. Two field boundaries are crossed along this part of the proposed track, one of which represents the townland boundary between Brodullagh South and Rooaunalaghta (TB5).

Midway along the proposed track between Turbines 7 and 8, part of the track spurs off to the east for c. 780 m. It is intended to form an access point to the on-site control building and it also comprises part of the grid connection route. It largely follows the course of an existing farm track, which passes through the Zone of Notification associated with field system AH79, though no archaeological remains were seen there during the field inspection (Plate 16-14). This spur track terminates at the southern end of the L16151 cul-de-sac, beside a large barn and a standalone phone mast. A limestone quarry is also present within the proposed wind farm site immediately south of this area of tracking, c. 110 m northwest of limestone-built hillfort AH98, and within the redline site boundary (Plate 16-15). It should be noted that the proposed GCR starts in this area.



Plate 16-14: Location of field system AH79, not seen, facing northeast



Plate 16-15: Limestone quarry to the south of the grid connection route and the access point to the on-site control building, facing east-southeast

Returning to Turbine 8; it is mostly situated within a single gently undulating field of good pasture, and it is adjacent to a Y-shaped portion of drystone walling, which will be partly impacted by the Turbine hardstanding. It should be noted that the proposed works would also be taking place 2 metres south of the Rooaunalaghta-Brodullagh South townland boundary (TB5), which takes the form of a drystone wall.

Leaving the Turbine 8 area, the proposed access track passes southeast-wards through two pasture fields, passing through one drystone wall field boundary before reaching the location of a proposed junction of the track. At this junction, one spur turns westwards towards Turbine 9, where this spur of the access track terminates. The Turbine 9 works area is mostly confined to a single field of gently undulating good pasture, though it also crosses two drystone walls, one of which comprises the Rooaunalaghta-Toorard townland boundary (TB6) (Plate 16.16).



Plate 16-16: T9 works area, with the Rooaunalaghta-Toorard townland boundary (TB6) visible in the fore, facing northwest

Returning to the aforementioned junction, the other leg of the proposed track turns to the southeast for c. 90 m before reaching Turbine 10, which is situated within two gently undulating fields of good pasture divided by a post-and-wire fence. Rocky karst limestone outcropping is present c. 65 m east of the Turbine 10 hardstanding (Plate 16-17). It has the appearance of being man-made, or at least altered by man, particularly in that it stops suddenly at the post-and-wire field boundary.



Plate 16-17: T10 works area, with rocky karst limestone outcropping visible in the foreground, facing west

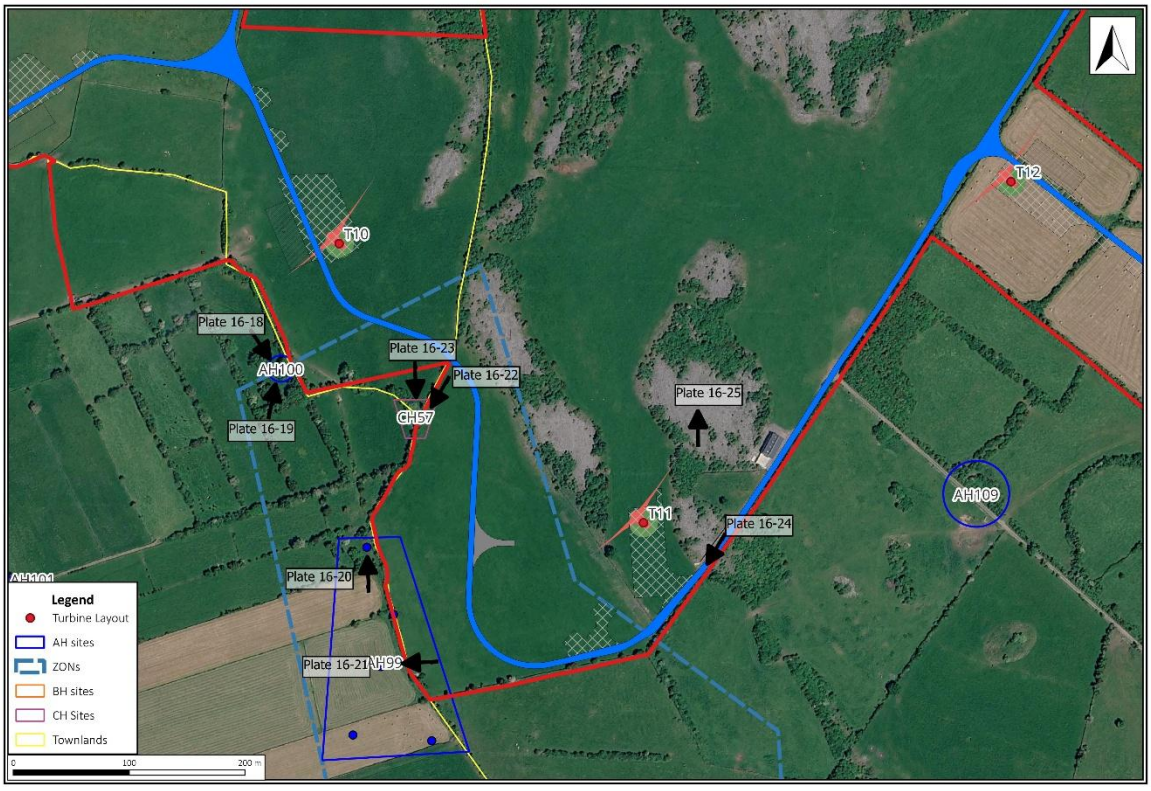


Figure 06-4c: Key to Plates 16-18 to 16-25

Leaving the Turbine 10 area, the proposed access track continues to the southeast towards T11. For most of this distance, the proposed track runs through the Zone of Notification associated with eight burnt mounds and one cross, all of which are recorded monuments, sharing a single Zone of Notification (AH99 (four burnt mounds), AH100 (one burnt mound, AH103 (two burnt mounds) and AH104 (one burnt mound and one cross)). It should be noted that only very scant records of these burnt mounds exist in the SMR Files (Rachel Barrett, NMS, personal communications). The field inspection found that a previously unrecorded burnt mound may also be present at AH100.

AH100 is located c. 80 m southwest of the proposed track. At the plotted location of the recorded monument, a subtle mound is positioned at the edge of a hedgerow beside a stream (the Toorard-Rooaunalaghta townland boundary; TB6) (Plate 16-18). The burnt mound measures c. 18 m x c. 10 m in plan. Beside this mound, c. 10 m northwest, there is a second, more prominent mound, also somewhat covered in vegetation, which measures c. 16 m x c. 14 m in plan (Plate 16-19). It possibly represents the true remains of AH100, or is an ancillary portion of the same fulacht fia.



Plate 16-18: Location of burnt mound AH100 (MA123-067005), facing south-southeast



Plate 16-19: Additional mound at AH100 (MA123-067005), facing north-northeast.

At AH99, four burnt mounds are present. They are detailed below one at a time, from north to south. Burnt mound MA123-067004 is located c. 87 m west of the proposed track. It has a somewhat humped appearance (Plate 16-20), taking the form of a northern sub-oval mound and a paired, slightly smaller sub-circular mound. They have a combined length of c. 14 m and a width of c. 4 m. This elongated burnt mound is oriented parallel to and immediately west of the hedgerow and stream townland boundary (TB6). Several large-medium size sub-angular rocks were present protruding out of the southern hump, while smaller rocks were visible around the base of this hump. Stones of this kind were also visible within the northern hump, though they are less noticeable and less exposed.



Plate 16-20: Burnt mound MA123-067004 (AH99), facing north

Burnt mound MA123-067003 is situated c. 62 m south-southeast of the above. It is located is c. 63 m west of the proposed access track. Unlike the above burnt mound, this one is situated on the eastern side of the stream. It is situated in a densely thicketed area and nothing clearly archaeological was seen. Part of this recorded monument is present within the redline boundary. Burnt mound MA123-067002 is situated c. 46 m south-southwest of the above. It is located c. 20 m west of the stream c. 85 m west-southwest of the proposed track. It was not visited on foot, but was seen from the other, eastern side of the stream. A subtle mound can be discerned (Plate 16-21). AH99's southernmost burnt mound (MA123-067001) was not visited. It is set somewhat further away from both the proposed access track (c. 90 m southwest) and the site boundary (c. 36 m south-southwest). AH103 and AH104 were not visited, again due to their further distances from the proposed works area (c. 260 m south and c. 370 m south respectively).



Plate 16-21: Burnt mound MA123-067002, visible as a subtle rise within a pasture field, facing west

In addition to the Zone of Notification associated with the above burnt mounds, the proposed access track between Turbines 10 and 11 also passes through the tree-lined drystone wall which represents the Rooaunalaghta-Kinlough townland boundary (TB7). Approximately 43 m to the southwest of the access track, the ruinous gable end of vernacular building CH57 is built immediately adjacent to the townland boundary (TB7), in an area where the above mentioned townlands also converge with the townland of Toorard (Plates 16-22 and 16-23). The cottage is depicted on the 1840 OS map, but it is then shown as a ruin on the 1895 OS map.



Plate 16-22: Ruinous gable end of vernacular building CH057, adjacent to the Rooaunalaghta-Toorard townland boundary (TB6), facing southeast



Plate 16-23: Ruinous gable end of vernacular building CH057, facing south

After entering into the townland of Kinlough, the proposed access track curves around one gently undulating field of good pasture. It then passes through a drystone wall field boundary and modern gate pier, before entering the single flattish field of pasture where the erection of Turbine 11 is proposed. In this area, the proposed track joins the course of an existing track. Rocky karst limestone outcropping is present to the west, north and east of the proposed Turbine 11 location (Plate 16-24).

Within the rocky karst limestone outcropping north of Turbine 11, a seemingly man-made cairn structure of uncertain date was seen (Plate 16-25). It measures c. 0.50 m tall x c. 1.50 m in diameter. This is approximately located at ITM 525330, 750952; that is, c. 120 m north-northeast of Turbine 11 and c. 107 m west of the nearby barn and the existing stretch of road.



Plate 16-24: Existing stretch of road and rocky karst limestone outcropping present east/northeast of T11, facing southwest



Plate 16-25: Cairn structure within rocky karst limestone outcropping, facing north

The proposed track follows the existing farm track to the northeast for c. 200 m, after which it continues in that direction through a pasture field for c. 220 m. In that location, a short spur is proposed which would branch off to the southeast, facilitating access to the proposed Turbine 12 area, which comprises three relatively flat pasture fields.

After the spur track and Turbine 12, the proposed access track continues to run to the northeast for c. 135 m, before curving to the northwest for c. 105 m, and then terminating at the location of Turbine 13. This Turbine is situated c. 50 m north of an area of limestone karst outcropping and c. 32 m south of a prominent WNW-ESE aligned linear stone clearance bank (Plate 16-26), similar to those present near Turbine 1. It is deemed modern in origin, likely stemming from agricultural land improvement efforts, and it measures c. 150 m in length by c. 18 m wide.



Plate 16-26: Overall view of NNW-SSE aligned linear clearance bank, by T13, panorama facing northeast

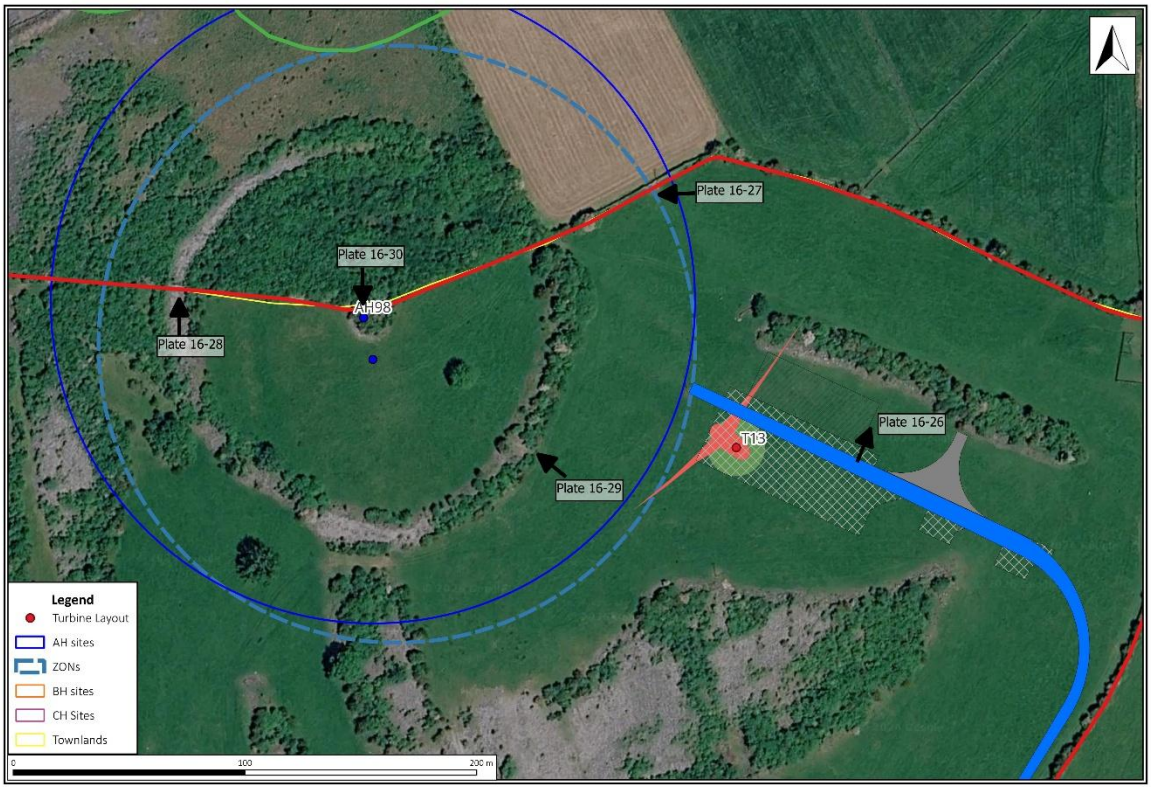


Figure 06-4d: Key to Plates 16-26 to 16-30

1.2.1 Hillfort and hut site AH98

Additionally, the proposed Turbine 13 is located c. 80 m east of AH98 Cahermacturk hillfort. The proposed works area associated with this Turbine enters into the hillfort's Zone of Notification for c. 1m.

The SMR Files for this hillfort (MA123-041001-2) constitute a collection of notes with scant and mostly out-dated information. A better source comprises the Atlas of Hillforts entry (Lock & Ralston 2017, Atlas of Hillforts, IR0690).

An early site visit (Rev. John Neary 1938, 44-5; reproduced in the SMR File) called the hillfort *'a triple-walled fortress'*. The three 'walls' comprise;

- the main outer enclosure; actually a stone bank and double revetment, diameter of c. 180 m;
- an intermediate enclosure, diameter listed as c. 140 m (though topography and historic mapping suggest it was truly closer to c. 70 m);
- and the central enclosure, diameter of c. 17 m, contains hut site MA123-041002.

Outer enclosure

Of the three 'walls' listed above, only the main outer enclosure and the central enclosure were seen with certainty during the February 2026 field inspection. The intermediate enclosure may have been hidden by vegetation. The Kinlough–Brodullagh South townland boundary, a drystone wall, runs through the middle of the hillfort (Plates 16-27 and 16-28); approximately on an east-west alignment with a slight kink in the middle, where it also appears to truncate the central hut site. The area to the north of this townland boundary is densely wooded, while the area to the south is largely open. This is the opposite of what is shown in aerial photographs taken in the 1960s (https://www.cambridgeairphotos.com/location/ayo009/). Additionally, the red line site boundary runs through the middle of the hillfort also.



Plate 16-27: Kinlough–Brodullagh South townland boundary wall running into hillfort AH98, facing west



Plate 16-28: Interface of the Kinlough–Brodullagh South townland boundary wall and the hillfort's outer enclosure, facing north, at west of hillfort

The outer enclosing element takes the form of a large stone bank. Its width, as it appears in its unexcavated and vegetated form, varies from c. 10 m to c. 17 m. It encloses c. 2.3 hectares (Lock & Ralston 2017, Atlas of Hillforts, IR0690). The outer enclosing stone bank appears to be supported by stone revetments; this is most clear on the eastern exterior, but also appears to possibly be the case in parts of the interior. Trees are growing out of this stone enclosure; this vegetation cover ranges from very low to dense in different areas. The outer enclosing element is sub-circular and measures c. 177 m N-S x 177 m E-W with a perimeter of c. 530 m for the full circle; though only c. 455 m of this remains upstanding, as approximately a fifth of the ring has been removed. This removed, northeastern area is mostly overgrown and is located almost entirely north of the townland boundary wall. A small removed area to the south of the wall offers access into the hillfort interior.

The interior of the hillfort is highest in the centre and slopes down to the outer enclosure on all sides, including the overgrown north. In parts, this slope was somewhat stepped, possibly on account of the now destroyed intermediate enclosure.

Stone trackways, crossing the outer enclosure, were observed in the east-southeast (1), south-southeast (2), south-southwest (3) (Plate 29). Trackways 1 and 3 correspond to gaps symbolised on the 1895 OS map. Kerbs stones are present on at the sides of these tracks; i.e. the masonry of the outer enclosure came to a deliberate stop to allow a neat finish around the track areas. Areas of these tracks overlay the outer enclosure's possible revetment areas, suggesting that (a) those revetments are indeed structural; or (b) that the tracks are from a much later period and simply overlie stone tumble.



Plate 16-29: Stone track (1), facing northwest towards the hillfort interior

Two stretches of denuded drystone walling, respectively measuring c. 15 m and c. 4.20 m in length, are present within the east/southeast of the outer enclosure. They are interpreted as modern. In unvegetated parts of the enclosing element, from the south to the northwest, there is a series of rounded hollow cavities, likely formed by stone-robbing.

Intermediate enclosure

The east, south and west of the intermediate enclosure has evidently been destroyed since 1978 (Lock & Ralston, eds, 2017, Atlas of Hillforts, IR0690), though archaeological remains may survive beneath ground level. As for the area north of the townland wall, only tentative rocks were seen, possibly representing remains of this enclosure, seen clearly during the 20th century.

Innermost enclosure

At the centre of the overall hillfort, lies the smallest enclosure. It measures approximately 20 m x 20 m in plan with a perimeter of c. 68 m for the full circle, though only c. 42 m of this was clearly seen; i.e. the part south of the townland boundary, which pierces/truncates the innermost enclosure at approximately 2 o'clock through to 11 o'clock. The innermost enclosure (collapsed stone wall or stone bank) measures up to c. 1.20 m tall x c. 4 m wide. It is not depicted on historic mapping.

Unlike the outermost and intermediate enclosures, already detailed above, the entirety of the innermost enclosure is densely thicketed. Its southern interior is affected by tree cover similar to that seen north of the townland boundary throughout all three enclosures. The southern enclosing stone bank/collapsed wall is however relatively unaffected by tree growth

The southern area (approximately 75% of the enclosure) does however appear to possess thinner soils. These allow a far better understanding of the archaeological remains which lie beneath the surface there, for indeed, they are protruding out from the ground.

Most notably, in the south/central part of the enclosure, a mound of stones (Hut site MA123-041002; Plate 16-30) covers a sub-circular area measuring c. 4 m E-W x c. 2 m N-S. Its form is similar to a small *clochán* or drystone beehive hut. It is interpreted as a ruinous single-room structure, any organic components of which (e.g. wattle-and-daub or thatch) have probably entirely decayed, leaving a broken stone shell. It measures c. 0.20 m in height on the south side x 0.40 m on the north side. The change between these two heights is stepped and indicative of deliberate architectural form.



Plate 16-30: Collapsed hut site, within the south/centre of the innermost enclosure, facing south

While only one structure was seen clearly, it should be noted that multiple huts are recorded, in the 1978 note offline SMR Files, as having been present in this innermost enclosure (MA123-041002). Evidence of human settlement inside of Irish hillforts is generally rare. Of a total of 108 hillforts recorded in Ireland, only 31 have surface evidence of settlement, e.g. hut circles (O'Driscoll, Hawkes & O'Brien 2019, 79, 82). More recent investigations at the Baltinglass Hillfort Complex in County Wicklow has identified more than 600 suspected housing platforms at Brusselstown Ring Hillfort (Brandherm et al 2025).

Another archaeological quality of the innermost enclosure, south of the townland boundary, is that the ground surface is covered in a scattering of medium sub-rounded stones. While somewhat obscured by vegetation, at present, the area is tentatively interpreted as either a stone floor or a number of collapsed stone structures.

While the innermost enclosing stone bank or walling was not visible at ground level north of the townland boundary wall, the topography there was similar, with ground rises, vegetation variations and colourations strongly suggesting the sub-surface presence of the enclosure wall/bank, although it remains possible that only an earthen bank survives in this area.

1.3 Proposed Grid Connection Route

The design intention is to run parallel to stone walls and hedges and avoid removal in as far as possible. The 2 locations below will only require partial and temporary removal, see circled in yellow below:

The proposed GCR begins within the proposed wind farm's site boundary, in the townland of Brodullagh South. The initial c. 470 m of the proposed GCR runs to the east along an existing farm track. It then passes by a barn to the north of hillfort AH98 and continues to run eastwards through a number of pasture fields for c. 940 m before joining the L-16152 road (Plate 16-31). This pasture area falls gradually to the east. Three new openings will be created in the drystone walling which is present in this area. These removals of the drystone walling are to be partial and temporary. The only constraint in this area is AH81, which is situated marginally outside of the GCR's 50 m study area and constitutes a well-preserved ringfort-cashel (Plate 16-32). The proposed works do not enter into AH81's Zone of Notification.



Plate 16-31: View from the L-16152 road, along the proposed GCR, towards the wind farm site, facing east-southeast



Plate 16-32: Ringfort-cashel AH81, facing west-southwest

Upon joining the L-16152 road, the proposed GCR follows the course of the existing road network for c. 6.09 km through the following townlands; Brodullagh South, Kinlough, Cloonbanaun, Largan, Joyce's Park, Carrowmore, Tonacooleen, Ralusk, Abbeytown, Ballinvoher and Killamanagh. It should be noted that the Cloonbanaun-Largan townland boundary constitutes the border between Co. Mayo and Co. Galway.

In the townland of Cloonbanaun, the proposed GCR passes by BH26 and the other vernacular structures present, grouped as CH30. BH26 survives as a T-shaped thatched cottage situated adjacent to the road/GCR (Plate 16-33). CH30 contains two lived-in vernacular cottages (including BH26), as well as one complex of ruins (Plate 16-34) and another standalone ruin (Plate 16-35). This area also contains modern settlement. As the GCR follows the road, no impact upon these sites is anticipated.



Plate 16-33: BH26, with another lived-in cottage at CH30 in background, facing northeast



Plate 16-34: Roadside complex of ruins at CH30, facing southeast



Plate 16-35: Standalone roadside ruin at CH30, facing southeast

Further along the GCR, but still in the townland of Cloonbanaun, AH85 lies c. 40 m south of the road/GCR. It comprises a well-preserved and prominent ringfort (Plate 16-36). Its outer bank survives to a height of c. 4 m. The GCR runs through its Zone of Notification, though it is located c. 40 m away from the ringfort itself.



Plate 16-36: Ringfort-rath AH85, facing east



Plate 16-37: Vernacular structures CH29, facing southeast

In the townland of Largan, the GCR runs adjacent to the CH32 structures and the AH123 earthwork, in an area where modern settlement is also present. Overall, CH29 contains two derelict vernacular outbuildings (Plates 16-38 to 16-40) and one complex of ruinous structures (Plate 10). Earthwork AH123 survives by the roadside as a prominent (c. 4 m in height) sub-circular stone and earth mound (Plate 16-41). The proposed GCR runs through its Zone of Notification, but along the existing public road. CH63 survives c. 90 m north of CH32, and c. 10 m west of the proposed GCR (Plate 16-42). It survives as one derelict cottage with two smaller ruinous outbuildings.



Plate 16-38: Derelict vernacular outbuilding at CH29, facing southeast



Plate 16-39: Derelict vernacular outbuilding at CH29, facing west



Plate 16-40: Complex of overgrown ruinous structures at CH29, facing southeast



Plate 16-41: Earthwork AH123, facing northeast



Plate 16-42: CH63, facing northwest

Further along the proposed GCR, in the townland of Abbeytown, AH125/CH64 lies within the 50 m study area. It is an 18th/19th century house in a heavily derelict condition (Plate 16-43). Approximately 790 m to the southeast, BH17, a thatched cottage, survives in a good condition and it appears lived-in (Plate 16-44). CH65 survives to its rear; a single derelict outbuilding.



Plate 16-43: AH125/CH64, facing southeast



Plate 16-44: BH17, facing south-southeast

CH66 survives c. 260 m to the east-southeast. The surviving roadside structures comprise two derelict cottages (Plates 16-45 and 16-46) surrounded by barns and modern buildings. Directly across the road, field system AH128 runs all the way to the drystone walling at the roadside (Plate 17).



Plate 16-45: One of the two derelict cottages at CH66, facing northeast



Plate 16.46: One of the two derelict cottages at CH66, facing northwest



Plate 16-47: Field system AH128 runs from the ruinous church (also AH128) as far as the roadside, facing south

In the townland of Killamanagh, the proposed GCR leaves the existing road network and then runs through pasture fields for c. 1.26 km before terminating at a proposed 110 kV substation. Within this area, the proposed GCR crosses the Killamanagh-Bunnasillagh townland boundary in two places (TB8; TB9), which survives as a ditch in both instances. No other constraints were identified in this area (Plate 16-48).



Plate 16-48: General view of the final off-road portion of the GCR, facing north

1.4 Proposed Turbine Delivery Route

The one intervention area comprises an existing pavement area situated at the junction of the R-336 (Tuam Road) and L-5034, in Galway City. The area is highly developed and no cultural heritage constraints were present.