



APPENDIX 13-1

PHOTOGRAPHIC RECORD

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Photographic Record and description of the Proposed Development

Turbine 1

This is located in a mature coniferous section of forestry. No features of archaeological, architectural or cultural heritage value were noted. Access to this turbine was gained from a number of firebreaks to the north and then from between the existing forestry plantation and the bog to the east.



Plate 1: General context within which Turbine 1 is located looking NNE.



Plate 2: Proposed new road from T9 to T1 looking North-East.

Turbine 2

This is located approximately 500m to the north of T1 and within forestry. Access to this turbine was gained via a firebreak to the north from an existing forest road.



Plate 3: Proposed road to T2 from the existing road to the SW, looking NE.



Plate 4: Mature forestry in vicinity of Turbine 2 looking north.



Plate 5: Proposed access road to T2 looking south-west through mature forestry

Turbine 3

This is located in dense forestry and overgrowth and was accessed from the existing road to the west.



Plate 6: View towards T3 turbine from existing road due for upgrade looking E.



Plate 7: Location of T3 looking ESE.

Turbine 4

This is also located in mature forestry and is situated adjacent to an existing forest road to the east.



Plate 8: Vicinity of Turbine 4 within mature forest



Plate 9: Location of proposed road to T4 from existing road to north – note mature forest plantation.

Turbine 5

This is located in dense mature forestry c. 300m to the west of an existing forest road. Access to the turbine location was gained across a clear felled section of forestry to the south and then north through mature coniferous trees.



Plate 10: Location of Turbine 5 looking west.



Plate 11: View to the south over clear-felled section of forestry at Crockahenny wind farm .



Plate 12: Continuation south of proposed road from existing road (to the south-east of Turbine 5).



Plate 13: Continuation of same proposed road through clear-felled section of forest looking south. Road continues through mature forest in background.

Turbine 6

This is proposed to be located within forestry to the north of an existing forest road.



Plate 14: Location of T6 looking N.



Plate 15: Continuation of N/S proposed road looking S to the east of T6.

Turbine 7

Turbine 7 is proposed to be located in a section of forestry between a portion of mature and semi-mature trees. Access was gained to the proposed road and turbine base from the north along a newly planted section of forestry adjacent to a semi-mature section of forestry to the east.



Plate 16: T7 looking North.



Plate 17: Proposed road to T7 looking West



Plate 18: Proposed road to T7 looking N.

Turbine 8

This is located just to the north of an existing forest road 570m to the S of T7. It is located in mature forestry.



Plate 19: Area of Turbine 8 looking south into overgrown mature forest.



Plate 20: Existing forest road to the south of T8 turbine looking East.

Turbine 9

This is located in a mature forestry plantation. A proposed road will be constructed from the north-east and south-west also through forestry and some small sections of clear-felled areas to the north-east.



Plate 21: Proposed road to T9 looking south-west taken from north-east of T9.



Plate 22: Location of T9 looking west.

Turbine 10



Plate 23: Proposed road to T10 taken from the SE looking NW.



Plate 24: View towards T10 looking East.

Turbine 11



Plate 25: T11 turbine looking South

Turbine 12



Plate 26: General context of T12 looking East. Turbine proposed to be located adjacent to forestry within pasture land.

Turbine 13



Plate 27: View towards Turbine 13 looking SE from the NW.



Plate 28: View to T13 from the SE looking NW.

Turbine 14



Plate 29: Proposed road to T14 looking N



Plate 30: Continuation of proposed road to T14 looking N.



Plate 31: Proposed road to T14 looking N.



Plate 32: Proposed road and general environment of turbine looking E.

Turbine 15



Plate 33: Proposed road to Turbine 15 and general view of turbine area looking W.

Compound (North)

This is located in overgrown forestry which is largely inaccessible.



Plate 34: Location of proposed construction compound looking E.



Plate 35: Existing road to the south west of compound looking south-east.

Compound (south-east of T10)

This compound is located along an existing forest road within forestry.



Plate 36: Proposed compound looking S.

Peat Repository Area

This is located to the south of the latter compound within an area of forestry.



Plate 37: Peat repository area looking east showing young forestry plantation and dense heather covering ground surface.



Plate 38: Southern section of proposed peat repository area looking east.

Borrow pit



Plate 39: Proposed borrow pit within mature forest looking towards eastern side of same, looking S.



Plate 40: Proposed borrow pit looking east - located within mature forested area in picture background.

Proposed gravel amenity paths

The proposed gravel amenity paths are proposed to be located between T3 and T2 and also between T1 and T2. The location of the proposed paths are located in inaccessible forestry.



Plate 41: Context within which proposed amenity paths will be located looking NE.

Proposed Met Mast

This is located to the south-west of Turbine 11 within dense forestry.



Plate 42: Proposed road to met mast location looking south.

The Grid connection cable route

The 110kV underground grid connection cabling route from the Coillte property boundary to the existing Trillick substation is also assessed in the EIAR. These works will involve the replacement of one existing bridge deck (shown in Plate 50 below). The locations and descriptions are described in Section 13.3.3 of the EIAR.



Plate 43: Route of the proposed cable route looking West before it leaves the Coillte property boundary.



Plate 44: Route of proposed cable looking E over concrete bridge (Bridge 1) over 'Pollandoo Burn' stream.



Plate 45: Continuation west of proposed cable route looking E along public road.



Plate 46: Proposed cable route from same location as above looking W.



Plate 47: Continuation east of proposed cable route looking East over stone road bridge (Bridge 2) at ITM E639710, N929979 (unnamed on OS 6inch map).



Plate 48: Single arched stone bridge which has been reinforced with concrete.



Plate 49: Continuation West of proposed cable route looking E.



Plate 50: Stone and concrete road bridge (Bridge 3) at ITM E 638252, N930117 where cable route turns south, looking S. Named 'Tullydush Bridge' on 25 inch Historic Map.



Plate 51: Same road bridge looking N (Tullydush Bridge).



Plate 52: Continuation South of cable route looking S.



Plate 53: Continuation South of cable route looking S with newly repaired road bridge (Bridge 4). Named Maragh Bridge on 25inch Historic map at ITM E638380, N929180.



Plate 54: Maragh Bridge, as above, consists of a single arched stone bridge with concrete repairs on top.



Plate 55: Continuation of proposed cable route where it turns in a westerly direction, looking SW.



Plate 56: Road bridge (Bridge 5) looking West along cable route at ITM E638380, N929005, unnamed bridge.



Plate 57: Continuation of cable route looking W along public road.



Plate 58: Route of the proposed cable looking West at road bridge (Bridge 6) ITM E637642, N 929227. Concrete parapets newly inserted. Unnamed on historic mapping.



Plate 59: Trillick substation looking N.

Turbine Delivery Route

This is assessed in Section 13.3.4 of the EIAR.



Plate 60: Proposed link road where it leaves R240 looking west.



Plate 61: Eastern end of proposed link road where it leaves the R240 looking west.



Plate 62: Proposed link road looking east through semi-mature forestry and overgrowth.



Plate 63: From same location as above looking west along link road.



Plate 64: Proposed link road where it emerges from dense forestry and overgrowth onto L1731 looking east.



Plate 65: Continuation of proposed delivery route looking west along public road L1731.



Plate 66: 2nd link road further west along L1731 where it enters forestry looking W.



Plate 67: Continuation of proposed 2nd link road looking W.



Plate 68: continuation west of proposed 2nd link road looking west.



Plate 69: Looking east where 2nd link road emerges from forestry.

Road widening is proposed at Illies (along the L1731) in the vicinity of the three bridges where Glenard and Illies townlands meet to the north-west of the proposed wind farm access road. The bridges span the Cranna and Camowen rivers. The metal bridge to the south was constructed to facilitate the Crockahenny and Flughland Wind Farms in order to by-pass the smaller stone/concrete bridge to the north. No works are proposed to the bridges although road widening works will take place to the northwest and c. 500m to the southeast at the entrance to the proposed windfarm. This is mitigated in Section **Error! Reference source not found.** of the EIAR.



Plate 70: Location of proposed road widening looking north at Illies.



Plate 71: Bridge along which proposed haul route is located looking South. Road widening to take place to E and W of bridge along road.



Plate 72: Wider metal bridge looking north at two smaller stone / concrete bridges.