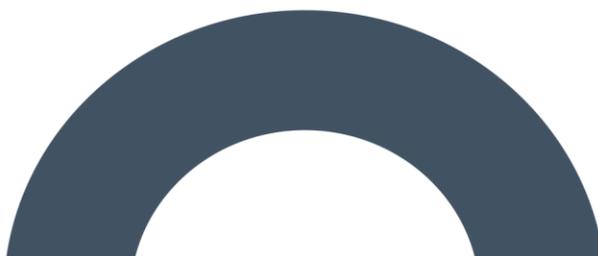
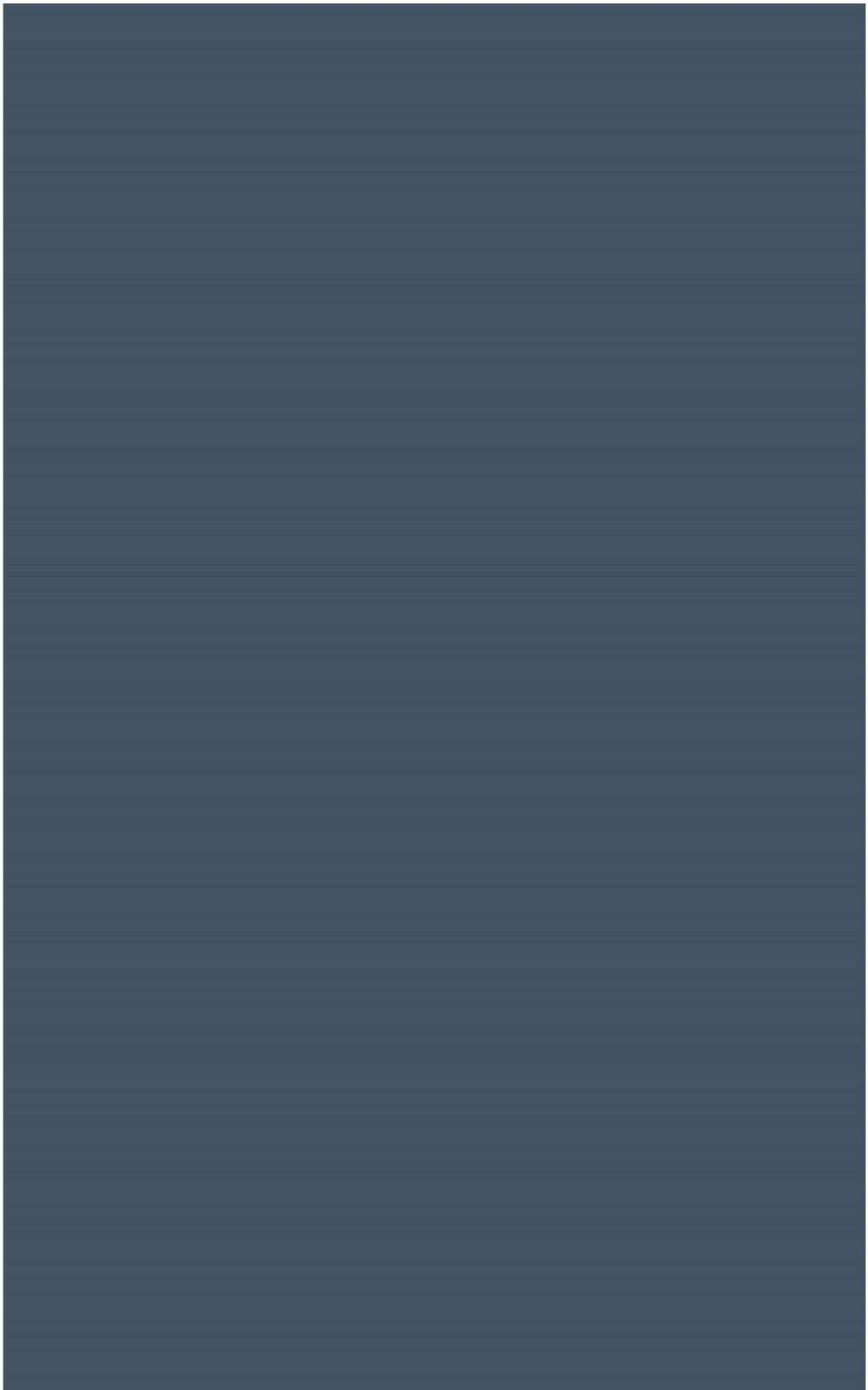


## **Appendix 11-1** **Photographic Record**

Proposed Substation,  
Underground Cabling &  
Access Roads to  
Knocknamork Renewable  
Energy Development





## 11.1 Photographic Record of Proposed Development Area

### 11.1.1 110kV Underground Cabling Route and 110kV Substation

The proposed 110kV underground cabling route extends from the existing 220kV Ballyvouskill electrical substation to the proposed 110kV substation. The route traverses upland mountainous terrain before extending along an existing track. It then turns in a westerly direction extending through a tract of clear-felled and replanted coniferous forestry before reaching the proposed substation site which is also located in clear-felled, replanted forestry.



*Plate 1: Proposed 110kV cabling route at eastern end of existing track, looking E.*



Plate 2: Proposed 110kV cabling route along/adjacent to existing track, looking E.



Plate 3: As above, looking W.



*Plate 4: Proposed 110kV cabling route further to the west, looking NE.*



*Plate 5: Proposed 110kV cabling route through clear-felled forestry heading to proposed 110kV substation.*



*Plate 6: General view of proposed 110kV substation site in replanted coniferous forestry, looking NE.*

### 11.1.2 **Proposed Borrow Pit**

The proposed borrow pit is located to the south-east of the proposed 110kV substation and north-east of an existing track in clear-felled and replanted forestry.



*Plate 7: Proposed borrow pit, looking NE.*

### 11.1.3 **33kV Underground Cabling Route**

The proposed 33kV underground cabling route will extend from the proposed 110kV substation through a primarily forested area or along breaks in same. Further to the west it extends through unplanted mountainous terrain adjacent to a tract of forestry before continuing along an existing firebreak. It then turns in a south-easterly direction along an existing track and continues primarily along existing tracks thereafter.



*Plate 8: Proposed route of 33kV underground cabling route along/adjacent to existing track at eastern end of same.*



*Plate 9: Proposed 33kV cabling route through forestry, further to the west, looking NE.*



Plate 10: As above further to the west, looking WSW.



Plate 11: Proposed 33kV cabling route through firebreak in forestry further to the west, looking WSW.



*Plate 12: Proposed 33kV cabling route along existing firebreak, looking NE.*



*Plate 13: Proposed 33kV cabling route along unplanted mountainous terrain further to the west, looking NE.*



Plate 14: As above, looking SW.



Plate 15: Proposed 33kV underground cabling route further to the west along an existing firebreak, looking SW.



Plate 16: Proposed 33kV underground cabling route along firebreak, looking NE.



Plate 17: As above further to the south-west, looking NE.



*Plate 18: Proposed 33kV underground cabling route along /adjacent to existing track, looking NW.*



*Plate 19: Proposed route further to south along/adjacent to existing track, looking N.*



*Plate 20: Proposed 33kV underground cabling route through open mountainous terrain to east of existing track, looking NW.*



*Plate 21: Proposed 33kV underground cabling route through open mountainous terrain to west of existing track, looking NW.*



*Plate 22: Standing stones St3, St4 and St 5 to NW of proposed 33kV underground cabling route, looking SW.*



*Plate 23: Proposed 33kV underground cabling route along existing track within permitted development further to south, looking SE. Note the cable within the permitted development will be placed within the permitted roads.*

#### 11.1.4 **Proposed Extension to Permitted Borrow Pit**

The proposed extension to the permitted borrow pit is located in an area which has largely been cleared of overburden, with some in situ grass-covered peat located adjacent to the tract of coniferous forestry.



*Plate 24: General view of area of proposed extension to permitted borrow pit, looking NW.*

#### 11.1.5 **Access Road (Upgrade and New)**

The proposed Access Road will primarily utilise an existing forestry track before extending along an existing firebreak towards the north-eastern end of the route.



*Plate 25: Proposed Access Road along existing firebreak, looking SW.*



*Plate 26: Proposed Access Road along existing forestry track, looking SW.*



Plate 27: Proposed Access Road, looking NE.



Plate 28: Proposed Access Road along existing track.



*Plate 29: Proposed Access Road towards south end of same, looking NE.*



## APPENDIX 1

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## APPENDIX 2

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