



APPENDIX 12-1

**CULTURAL HERITAGE
PHOTOGRAPH LOG**

13.1 **Ballivor Bog**

13.1.1 **Turbine 1**

Turbine 1 is located in milled peat with some vegetation present.



Plate 1: View of proposed road / amenity trail and general view of Turbine 1 location.



Plate 2: Proposed road and Amenity trail to the NW of Turbine 2 looking NW (taken from centre of hardstand).



Plate 3: Proposed road to T1 looking SE from existing railway line and amenity trail to the NW.

13.1.2 **Turbine 2**

Turbine 2 is located in an area of milled peat where the drains are largely rush/reed covered.



Plate 4: Proposed Turbine 2 looking SE, taken from proposed hardstand.



Plate 5: Proposed road to Turbine 2 from the NW looking SE.

13.1.3 **Turbine 3**

Turbine 3 is also located in an area partially overgrown. Field surfaces were largely clear of vegetation however.



Plate 6: Turbine 3 looking NE.



Plate 7: Proposed road and amenity trail from Turbine 3 looking south over field surfaces and overgrown drains.



Plate 8: Proposed road and amenity trail looking north in the direction of Turbine 3 (c. 900m to the north through tree line).

13.1.4 **Turbine 4**

This is located in an open relatively vegetation-free area of the bog.

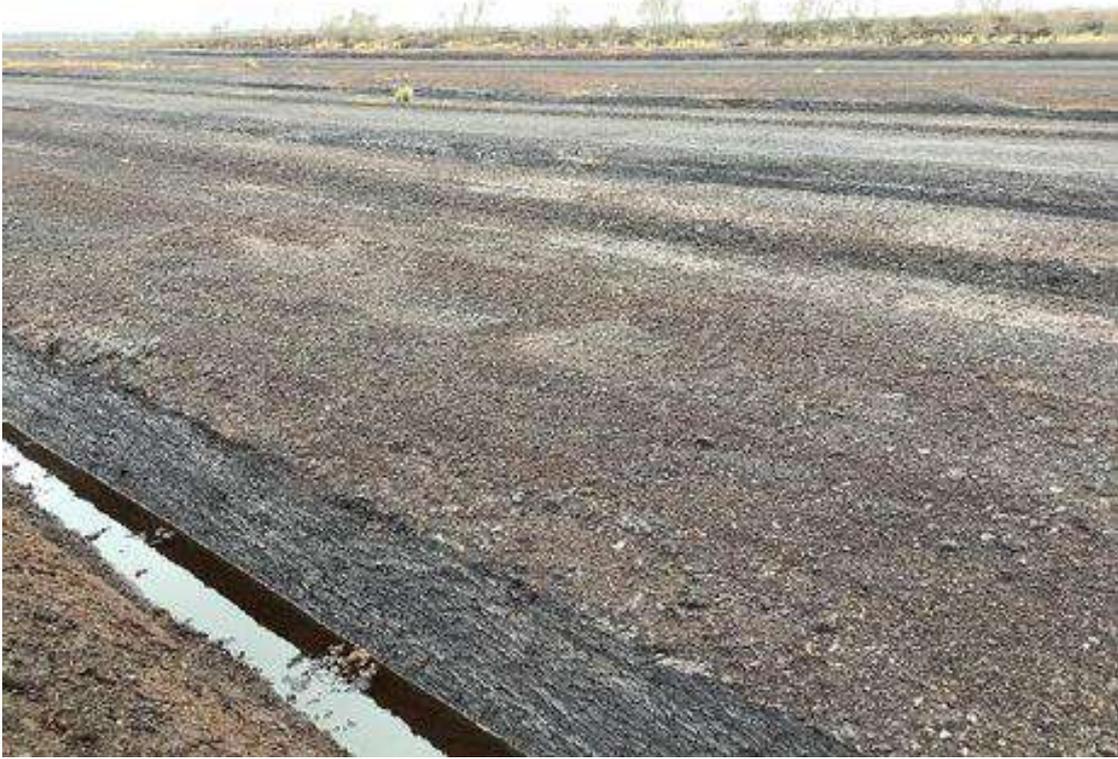


Plate 9: Turbine 4 location .



Plate 10: Proposed road and amenity trail looking NW from hardstand for Turbine 4.



Plate 11: Continuation of proposed road and amenity trail looking NW through dense vegetation.

13.1.5 **Turbine 5**

This is located in a densely overgrown part of the bog.



Plate 12: General view of location of proposed Turbine 5 looking North.



Plate 13: General view of Turbine 5 in dense vegetation.



Plate 14: Proposed road to Turbine 5 from the west looking east in the direction of Turbine 5. Taken from location of disused potential narrow gauge railway track.



Plate 15: Proposed road from Turbine 5 looking west across the bog.



Plate 16: Narrow gauge railway (disused and overgrown) which runs from NW to SE to the south of Turbine 5. Proposed road and Amenity trail intersect the railway at ITM E664987, N752650.

13.1.6 **Turbine 6**

This is located in open bog to the west of turbine 5.



Plate 17: Proposed road and amenity trail from Turbine 6 to Turbine 5 (taken 200m east of T6). Looking east.



Plate 18: Proposed turning area to the E of T6 looking SE.



Plate 19: Proposed road from just E of T6 looking East.



Plate 20: Western section of hardstand for T6 looking NW.



Plate 21: Proposed T6 turbine looking SE.



Plate 22: Proposed road to T6 Turbine from the west looking East.



Plate 23: Proposed NE/SW Amenity Trail to the west of T6 looking NE (at ITM E664285, N 752696). This crosses the NW/SE proposed road and another amenity trail. Sections of lifted railway track are visible along this track.

13.1.7 **Turbine 7**

This is located in an area largely devoid of vegetation in the south-eastern section of the bog. Drains were largely filled with water in this location.



Plate 24: Proposed road looking south towards T7.



Plate 25: Turbine 7 looking NW, taken from hardstand.



Plate 26: Proposed road and amenity trail to T7 looking E before it turns in a northerly direction.



Plate 27: Proposed road leading to borrow pit on southern site boundary looking south.

13.1.8 **Turbine 8**

This and its associated hardstand area are located in overgrown heather and trees.



Plate 28: Proposed hardstand for T8 looking W.



Plate 29: Area of proposed turbine 8 looking SW.



Plate 30: T8 Hardstand looking E.



Plate 31: Proposed road and amenity trail to T8 from the NW looking SE.



Plate 32: Proposed road and amenity trail to T9 from T8 looking NW.

13.1.9 Turbine 9

This is located in an area which has been largely revegetated.



Plate 33: Proposed spur road into T9 looking SE.



Plate 34: Proposed hardstand and turbine for T9 looking SE.



Plate 35: Continuation of proposed road and amenity trail looking NW to the north of T9.

13.1.10 **Turbine 10**

This is located in an area also revegetated, similar to T9.



Plate 36: Proposed road to T10 looking NW towards T10.



Plate 37: Proposed hardstand looking NW.



Plate 38: Proposed turbine T10 looking SE.



Plate 39: Continuation of proposed road to the NW of T10 looking NE.



Plate 40: Proposed amenity trail between T10 and T6 looking SW.



Plate 41: Section of proposed amenity trail between T6 and T10 further NE, looking SW.

13.1.11 **Turbine 11**

This is also revegetated mainly with heathers.



Plate 42: Proposed road into T11 hardstand looking S.



Plate 43: Proposed road from T11 looking N.



Plate 44: T11 looking W through dense vegetation.

13.1.12 **Turbine 12**

This area is located in a low-lying waterlogged vegetated section of the bog.



Plate 45: Proposed hardstand for T12 looking W.



Plate 46: Proposed T12 turbine looking NW.



Plate 47: Proposed road and turning area to the NE of T12 looking NW from existing railway line.



Plate 48: Proposed standalone amenity trail located between T6 to the south and road linking T1 and T12 to the north. Existing / used railway line located here (ITM E664783, N753276) which leads to the Ballivor Works area further north.



Plate 49: Proposed railway which leads directly into Ballivor works area looking NW. This rail skirts past the proposed amenity car park to the north.

13.1.13 **Proposed Amenity Car Park and Construction Compound**



Plate 50: Proposed amenity car park to the SE of Ballivor Works area looking SW.



Plate 51: Proposed construction compound d to the north of the amenity car park looking W.



Plate 52: Northern section of proposed construction compound (an ultimately amenity car park) looking SW.



Plate 53: Proposed amenity track looking S towards amenity car park



Plate 54: Proposed windfarm site road looking S (to left of photo) and proposed amenity trail skirts to right of dividing hedgerow.



Plate 55: Proposed wide splayed entrance to Ballivor bog looking W.

13.2

Carranstown Bog



Plate 56: Proposed road and amenity trail looking north from public road which divides Ballivor bog to south and Carranstown bog to north.

13.2.1 **Proposed Borrow Pit**



Plate 57: Proposed borrow pit looking south over ridge of high gravel visible in the distance.



Plate 58: Borrow pit looking S.



Plate 59: Same borrow pit looking SSE.



Plate 60: Southern end of proposed borrow pit at Carranstown (West of railway).



Plate 61: Small section of borrow pit looking SE towards north of Carranstown bog.



Plate 62: Section of borrow pit looking south at Carranstown Bog (east side of railway).

13.2.2 **Proposed road and Amenity Trail**



Plate 63: Proposed road and amenity trail looking S from near to borrow pt.



Plate 64: Proposed road and amenity trail looking north from same location.



Plate 65: Continuation of proposed road and amenity trail looking north.



Plate 66: Proposed road and amenity trail towards north of Carranstown Bog, looking S.



Plate 67: Proposed road and amenity trail looking S into Carranstown Bog, taken from Carranstown / Bracklyn Bog boundary.

13.2.3 Proposed Substation



Plate 68: Proposed road to proposed substation at west side of Carmastown Bog looking W.



Plate 69: Loop-in Option B to proposed substation looking W.



Plate 70: Proposed road from substation site looking E to E side of Carranstown bog.



Plate 71: Continuation of proposed road from substation looking E.



Plate 72: Proposed substation looking N.



Plate 73: Centre of proposed substation looking NE.



Plate 74: NE section of substation site looking S.



Plate 75: Proposed road north of substation site looking W.

13.3

Bracklin Bog



Plate 76: Proposed road and amenity trail where it branches to the NE and NW, looking N.



Plate 77: Continuation of proposed road and amenity trail looking north (western road)

Famine Settlement Bracklin Bog



Plate 78: Entrance into Tonduff Historic Settlement looking E into overgrown woodland area in Bracklyn Bog.



Plate 79: Poorly preserved remains of historic settlement looking S.



Plate 80: Continuation of proposed road and amenity trail looking north (to the W of Tonduff Settlement).



Plate 81: Proposed road and amenity trail to the north of Tonduff Settlement looking SW where it intersects with the proposed road/amenity trail which skirts to the E of Tonduff Settlement.



Plate 82: NNW/SSE orientated railway where it is crossed by the proposed road/amenity trail at ITM E 663824, N756685.



Plate 83: Proposed road and amenity trail looking south where it extends to the W of Tonduff Famine Settlement.

13.3.2 Turbine 13

This is located in an overgrown and partially vegetated section of Bracklin Bog.



Plate 84: Turbine 13 site looking E.



Plate 85: Proposed road to T13 looking S through overgrown bog.



Plate 86: Proposed road and amenity trail to proposed construction compound through dense overgrowth looking E.



Plate 87: Continuation of same road looking SW.



Plate 88: Continuation of proposed road and amenity trail looking SW.

13.3.3 **Construction Compound**



Plate 89: Proposed construction compound at Bracklyn Bog looking NE.



Plate 90: Same as above looking SE.



Plate 91: General environment of proposed construction compound looking NE.

13.3.4 **Proposed amenity Car Park**



Plate 92: Proposed location of Amenity Car Park at Hill of Down / Bracklin Bog near to public road.



Plate 93: Line of existing railway / overgrown railway located south of T14 looking S.

13.3.5 **Turbine 14**



Plate 94: Hardstand and location of Turbine base for T14 looking N.



Plate 95: Proposed road and amenity trail into T14 from the N looking S.



Plate 96: Continuation of proposed road and amenity trail N of T14 looking W.

13.3.6 **Turbine 15**



Plate 97: Turbine 15 looking N.

13.3.7 **Turbine 16**



Plate 98L Proposed road extending to T16 turbine, looking W.



Plate 99: Proposed hardstand for T16 looking N.



Plate 100: Proposed road and amenity trail to T16 from W looking E.



Plate 101: Proposed road and amenity trail between T18 and T17 looking N from N/S section of railway.



Plate 102: Railway where proposed road and amenity trail crosses rail at ITM E661891, N 756916 looking N, to N of T17.



Plate 103: Continuation of N/S railway tracks to the W of T17 where the proposed road and amenity trail intersect same at ITM E661895, N756903.

13.3.8

Turbine 17



Plate 104: Proposed hardstand for T17 looking south.



Plate 105: Proposed turbine T17 looking E.



Plate 106: Proposed road and amenity trail on line of existing road looking south. This is located to the W of T17 and to the E of the proposed Met Mast.

13.3.9 **Proposed Met Mast**



Plate 107: Proposed road to Met Mast looking W.



Plate 108: Proposed location of Met mast looking We.



Plate 109: Continuation south of proposed N/S road and amenity trail to the E of the proposed Met Mast.



Plate 110: Continuation of proposed road and amenity trail where it turns W, looking W.



Plate 111: Proposed road to borrow pit through overgrown BnM land, looking S.



Plate 112: Proposed alternative road location to the south of the Met Mast and north of Proposed road and Amenity Trial.



Plate 113: Continuation of proposed road and amenity trail looking E (to north of borrow pit).



Plate 114: Southern extent of proposed road to Borrow pit looking north.

13.3.10 **Turbine 18**



Plate 115: Proposed widened road junction leading to T18 along railway, looking W.



Plate 116: Proposed road to T18 looking W.



Plate 117: Proposed T18 turbine looking S.

Lisclogher Bog



Plate 118: Continuation of proposed road and amenity trail into Lisclogher bog looking SSW. This is located to the NE of Hill of Down Railway Amenity Car Park.



Plate 119: Proposed road and amenity trail further north, looking SSE.



Plate 120: same looking SSE.

13.4.1 **Turbine 19**



Plate 121: Proposed road to T19 looking E.



Plate 122: Proposed view of hardstand for T19 looking E.



Plate 123: T19 looking N.



Plate 124: Proposed road from T19 to T20 looking E.



Plate 125: Proposed turning area between T19 and T20 looking N.

13.4.2 **Turbine 20**



Plate 126: Proposed road to T20 looking E.



Plate 127: Proposed Turbine T20 looking SW.



Plate 128: Proposed road and amenity trail (from T19 to T21) looking N, to E of N/S railway line.



Plate 129: Location of where proposed road and amenity trail junction to T21 and T26 intersects with former line of railway at ITM E664557, N759073. Not visible due to overgrowth. Rails may have been removed.

13.4.3 **Turbine 21**



Plate 130: Proposed road and amenity trail to T21 looking W.



Plate 131: Turbine 21 looking NW.



Plate 132: Continuation of proposed road and amenity trail to the W of T21, looking NW.



Plate 133: Standalone amenity trail looking W.



Plate 134: Western end of standalone amenity trial looking E.



Plate 135: Proposed road to permanent met mast location looking W.



Plate 136: Continuation of proposed road and amenity trail between T21 and T22 looking N.

13.4.4 **Turbine 22**



Plate 137: T22 looking NE.



Plate 138: Proposed road and amenity trail from T22 in an easterly direction looking E.



Plate 139: Location of former railway where proposed road and amenity trail crosses at ITM E664462, N759639 looking S.

13.4.5 **Turbine 23**



Plate 140: Proposed road to T23 turbine looking E.



Plate 141: T23 looking SE.



Plate 142: Continuation of proposed road from T23 looking E.

13.4.6 **Turbine 24**



Plate 143: Proposed hardstand for T24 looking SE.



Plate 144: Turbine T24 looking N.



Plate 145: Proposed road and amenity trail from T24 looking SE.



Plate 146: Proposed road and amenity trail looking NW towards T24.

13.4.7 **Turbine 25**



Plate 147: Proposed road and amenity trail to T25 looking W.



Plate 148: Proposed hardstand and turbine for T25 looking E.

13.4.8 **Turbine 26**



Plate 149: Proposed road and turbine for T26 looking W.



Plate 150: Proposed road and amenity trail from T26 looking W.

