ENVIRONMENTAL IMPACT ASSESSMENT REPORT VOLUME III TECHNICAL APPENDICES F-G



PROPOSED RESIDENTIAL DEVELOPMENT AT Folkstown, Balbriggan, Co. Dublin Prepared by



In Conjunction with Doran Cray Architects, Paul McGrail Consulting Engineers, Openfield Ecology, AWN, ENX Consulting Engineers, IAC Archaeology, Modelworks

July 2024

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Transport Insights LRD TTA Briefing Note





Lands at Ladywell, Balbriggan, Co. Dublin Transport Briefing Note

Contract Number	C1041 2023
Торіс	Traffic and Transport Briefing Note for a proposed LRD scheme on lands at Ladywell, Balbriggan, Co. Dublin
Version Number	v1.3
Status	Final
Author	Jurek Gozdek
Reviewer	Eoin Munn
Date	19 December 2023

1. Introduction

Transport Insights (TI) has been appointed by John Spain Associates on behalf of Marshall Yards Development Company Ltd to provide traffic and transport consultancy support in relation to a proposed Large-scale Residential Development (LRD) on lands at Ladywell, Balbriggan, Co. Dublin.

This Briefing Note sets out the scope of transport planning inputs, and the analytical approach underpinning the Traffic and Transport Assessment (TTA) Report which shall support a planning application to Fingal County Council (FCC). It forms the basis for discussion with FCC's Transportation Department as part of the LRD meeting request.

1.1. Site Location

The Ladywell site is located west of Balbriggan, on lands generally bounded by the R122 in the south, a local road, L1130 in the west, the planned Balbriggan Ring Road in the north and Boulevard Road in the east. The site is a ca 12-hectare greenfield site and has been zoned 'RS – Residential" in the *Fingal Development Plan 2023-2029*. A large part of the site has been granted planning permission for another Large Residential Development (LRD) by Glenveagh Homes, which has been henceforth referred to as Phase 3 (see: Section 1.3). The current proposed development, referred to as Phase 4, shall take up the northern, western and southern extremities of the site, connecting to the respective fringes of the permitted Phase 3 development



and partially replacing it. The location of the Phase 4 application site with respect to Phase 3 and wider environs is presented in Figure 1.1, which follows.

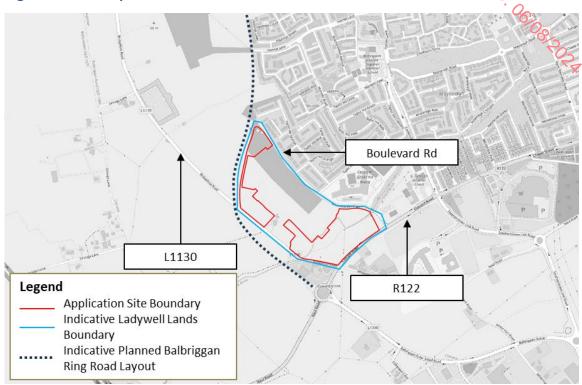


Figure 1.1 Development Site Location

1.2. Planning Context

The Ladywell site has previously been planned for Phase 3 development (with several subphases), with the initial Phase 3A application (FCC Reg. Ref. F21A/0055) submitted in 2021 and subsequent Phase 3B (FCC Reg. Ref. F22A/0526) and Phase 3C (FCC Reg. Ref. F22A/0670) submitted in 2022 (all applications have been received a final grant of permission in 2023). The original Phase 3 Masterplan was envisaged to include a total of 328 no. residential units and was supported by a Traffic and Transport Assessment (TTA) undertaken by MPA in January 2021, based on traffic count data collected in 2018. The TTA involved developing an area-wide traffic model to identify the proportional increase in traffic levels at a number of junctions on the R122 corridor. Among those junctions, 4 no. were analysed in detail using junction modelling software, as follows:

- R122/ Balbriggan Ring Road (South) Roundabout
- R122/ Boulevard Road Junction
- R122/ Castlemill Link Road Junction
- R122/ Millfield Shopping Centre Access Roundabout



The Phase 3B application (FCC Reg. Ref. F22A/0526) included alterations versus the original Masterplan, reducing the overall scale of development to 306 no. units. It has been supported by a Traffic and Transport Statement (TTS), which represented an update of the original TTA Report. To reflect the amended scale of development and unit type mix in the TTS, the trip generation was recalculated using unit rates consistent with the original TTA (derived from the TRICS trip rate database). No further traffic survey data collection or traffic modelling were undertaken to support the TTS.

2. Development Proposal

2.1. Overview of Proposed Development

The draft proposed Phase 4 development is to comprise of 200 no. residential units consisting of:

- 28 no. 1-bed apartments;
- 81 no. 2-bed houses;
- 18 no. 3-bed duplex units;
- 63 no. 3-bed houses; and
- 10 no. 4-bed houses.

The proposed residential units will be accompanied by associated pedestrian, cycle, and car circulation and parking facilities (provided in accordance with appropriate *Development Plan* standards). Figure 2 (overleaf) illustrates the current proposed site layout.

It should be noted that Phase 4 development will, if completed, result in an increase in the total number of residential units across the Ladywell site from 306 no. (as per the Phase 3 Masterplan altered in accordance with the Phase 3B application [FCC Reg. Ref. F22A/0526]) to 437 no. units (an increase by 43%).

2.2. Site Access Arrangements

Due to the extent of the Ladywell site and the current proposed development being distributed between its different parts, the proposed development will include multiple access points for motorised vehicles and/ or active travel.

Vehicular access points can be summarised as follows:

- 1 no. direct access off Boulevard Road;
- 1 no. direct accesses off L1130; and
- 2 no. indirect accesses off Boulevard Road via Phase 3 lands.



As detailed above, 2 no. new public road accesses will be created as part of the current proposed development. All of those accesses shall be via priority-controlled junctions. The proposed Phase 4 development road network will be fully integrated with the permitted Phase 3 roads with respect to road hierarchy and signage. As detailed above, Phase 4 shall to a significant degree rely on the public road accesses provided as part of the permitted Phase 3.

With regards to active travel permeability, the current proposed development shall be connected to footpaths and cycle tracks running along all adjacent roads, namely the R122, L1130, Boulevard Road, and the planned Balbriggan Ring Road. Filtered permeability will be applied in that the number of active travel accesses will be higher than the number of vehicular accesses. Location of individual active travel access points can be examined in the site layout drawing, which forms part of this submission package.

2.3. Site Layout

The current draft site layout provides an overview of the proposed new vehicular site accesses, routes of the internal streets and footpaths and the general location of the various housing types and associated car parking facilities – details that shall be of primary relevance to transport and traffic related items of the upcoming LRD application. The proposed site layout is presented in Figure 2.1, with a to-scale drawing included in the submission package. The internal site layout shall be further developed in accordance with the *Design Manual for Urban Roads and Streets (DMURS)* [DTTAS/ DoECLG, 2019] guidance.





*Image courtesy of Doran Cray Architecture (drawing no. P3-002), drawing status draft and subject to change.

2.4. Likely Development Trip Generation and Traffic Impact

Development trip generation and traffic characteristics will be forecast, with the related analytical outputs forming part of the TTA. The proposed assessment methodology shall accord with guidance included within Traffic and Transport Assessment Guidelines (TTA Guidelines, Transport Infrastructure Ireland, May 2014) and is set out in Section 3 of this Note.

3. Scope of Development Transport Inputs

3.1. Task 1 - Transport Scoping Note and LRD Meeting Request

Scoping with the Transportation Department of FCC shall be undertaken (with this Transport Note issued to FCC) as part of the LRD meeting, to confirm the proposed transport assessment scope



and approach. Based upon resulting feedback, a brief to the project planning and design team shall be made with regards to the outcome.

3.2. Task 2 - Site Assessment

A comprehensive site assessment shall be undertaken, during which a range of information will be gathered, including the following attributes:

- walking and cycling infrastructure in the vicinity of the Ladywell site;
- observations on the ongoing developments in the site's vicinity;
- availability and attractiveness of public transport (with existing and proposed bus stop locations informed by desktop research in advance of the site assessment); and
- observations of general traffic behaviour at key junctions (see Task 3) on the road network, including the extent of any queuing at junctions.

3.3. Task 3 - Traffic Survey Data Collection and Processing

To ensure consistency with the 2021 Phase 3 TTA and the subsequent 2022 (for details, see: Section 1.3), it is proposed that the Phase 4 TTA be produced as an extension of those earlier documents rather than a standalone analysis. As such, no new traffic data collection is proposed.

3.4. Task 4 - Preliminary Transport Engineering Design Advice

Preliminary transport engineering advice in relation to proposed traffic and transport aspects of this application shall be provided to the design team. Draft layouts drawings shall be reviewed in accordance with best practice, and advice provided in relation to carriageway widths, junction corner radii, car park aisle widths, parking bay dimensions (including accessible and electric charge), pedestrian circulation routes, and cycle parking locations and specifications. A swept path analysis for the largest vehicles to access the site (i.e. standard refuse truck and fire tender) shall also be undertaken to demonstrate access can be accommodated in accordance with best practice.

3.5. Task 5 - Forecast Growth, Trip Generation and Assignment

Traffic generated by the proposed development during the critical peak periods will be estimated using the unit trip rates derived from the TRICS trip generation database. It is currently intended that the trip rates used will be consistent with the Phase 3 TTA and the Amended Phase 3 TTS, subject to sense-checking against more recent TRICS outputs. Details of the rates applied will be presented in the TTA Report. The number of dwellings per type proposed for the overall Ladywell landholding (which includes both the partially permitted Phase 3 and the current proposed Phase 4) is presented in the following Table 3.1. In the table, the amended Phase 3 (as per the Phase 3B



application [FCC Reg. Ref. F22A/0526]) proposal has been set against the current Phase 4 ECENTED. proposal.

Dwelling Type	No. Dwellings at Ladywell Site (Combined Phase 3 and Phase 4 Lands)Amended Phase 3Current (Phase 4)ProposalProposal		Net Change in the Dwellings (Current vs. Amended Phase 3 Proposal)
Houses	227	365	138
Apartments	32	54	22
Duplexes	47	18	-29
Total	306	437	131

Table 3.1 Ladywell Landholding Dwelling Numbers

As can be seen in the preceding table, it is proposed that the proposed overall number of dwellings at Ladywell would increase from the 306 no. in the Phase 3B application (FCC Reg. Ref. F22A/0526) to 437 no. (with the latter figure including both the retained units of the Phase 3 and the newly proposed units at Phase 4). A proportional change in the forecast trip generation of the entire site is expected (with possible variation due to change in dwelling type mix). In the above context, it should be noted that the original Phase 3 TTA was acceptable to FCC, as was the amended Phase 3B TTS (both associated planning applications are noted to have been granted planning permission). The proposed Phase 4 development represents an extension of the previously partially permitted Phase 3. Furthermore, as noted in Section 2.2, Phase 4 shall to a significant degree rely on the public road accesses provided as part of the Phase 3, with 2 no. out of 4 no. Phase 4 public road accesses being via Phase 3 road network. As such, it is deemed that the development traffic distribution pattern at Phase 4 will generally replicate those of Phase 3 (notwithstanding a limited number of trips distributing onto L1130 due to 1 no. direct link between Phase 4 and the L1130 and several links between Phase 3 and Phase 4 being provided).

3.6. Task 6 - Impact Assessment

The proposed development's traffic impacts shall be assessed with respect to its traffic generation outputs and revised baseline traffic data emerging from the preceding Task 4 (factored as needed to reflect the development's current assumed year of opening, year of opening + 5 years, and year of opening + 15 years). The development's impact on the following junctions shall be considered:



- The R122/ Balbriggan Ring Road (South) Roundabout
- The R122/ Boulevard Road Junction
- The R122/ Castlemill Link Road Junction
- The R122/ Millfield Shopping Centre Access Roundabout

ECEILED. OG The above junctions have been selected for consistency with those assessed to support the previous Phase 3B TTA, which was informed by the FCC Request for Further Information (RF#) requirements.

It is intended that a two-staged approach to the traffic impact assessment will be pursued, with percentage increase in junction traffic volumes due to proposed development being assessed initially, and isolated junction traffic modelling being undertaken subsequently if required by the local authority.

Based on the outputs of the preceding tasks, an assessment of the proposed development's operational traffic-related impacts on the local road network shall be undertaken by reference to the absolute and percentage increase in traffic at the three surveyed junctions (specified at Task 3) for the year of opening and future year.

3.7. Task 7 – Traffic and Transport Assessment Report

The outputs of the above tasks shall be summarised within a TTA Report and shall set out the proposed development's transport characteristics including existing transport infrastructure in its vicinity in addition to the potential impact of development related traffic on the surrounding local road network.

3.8. Task 8 – Framework Residential Travel Plan

To ensure the mobility requirements of the residents of the proposed development are addressed in a sustainable manner, without adversely impacting on the adjacent road network and local amenities, a framework Residential Travel Plan (RTP) shall be produced. To this end, both the developments' forecast mobility characteristics and the local land use and transport context shall be assessed to inform the setting of mode share targets for the development. An associated Action Plan provides a tailored set of measures developed to support the achievement of these targets.

4. Summary

This Transport Briefing Note summarises the scope of transport related inputs and related reporting proposed to accompany a planning application for a proposed residential development



on lands at Ladywell, Balbriggan, Co. Dublin and is issued to FCC for information as part of the LRD meeting request package.

Transport Insights LRD Pre Application Consultation Feedback



Comhairle Contae Fhine Gall Fingal County Council An Roinn um Pleanáil agus Infrastruchtúr Straitéiseach Planning and Strategic Infrastructure Department



LRD - SECTION 247 PRE-APPLICATION CONSULTATION NOTES

	1		<u> </u>
Pre-Application	LRD0048/S1		102
Reference number Date Of Consultation	24/01/2023		*
Meeting Location	Microsoft Teams		
Location Of Site	Lands within the townland of Clonard or Folkstown Great,		
	Ladywell, Balbriggan, Co Dublin.		
Prospective Applicant			
Prospective Applicant Represented By:	Justin Farrelly	Glenveagh Homes	
	Shane Dennis	Glenveagh Homes	
	Rory Kunz	John Spain Associates	
	Adrian Toolan	John Spain Associates	
	Eamonn Doran	Doran Cray Architects	
	Barry McKenna	Doran Cray Architects	
	Paul McGrail	Paul McGrail Consulting Engineers	
	Tales Smargiassi	Paul McGrail Consulting Engineers	
	Kieran Morley	Morley Walsh Consulting Engineers	
	Michael Lannon	Morley Walsh Consulting Engineers	
	Simon Ronan	Simon Ronan Landscape Architect	
	Eoin Munn	Transport Insights	
Fingal County Council Represented by:	Deirdre Fallon – Senior PlannerPatricia Cadogan – Senior Executive PlannerCormac McGee – Staff Officer Large Scale ResidentialDevelopmentsDaragh Sheedy – Executive Engineer Water ServicesJames Johnson – Executive Engineer TransportAoife Dunne – Staff Officer Housing Department / Part VGemma Carr – Senior Executive Parks and Landscape OfficerEllen Giffney – Graduate Parks and Landscape Officer		
Development Description	The proposed development seeks permission for the construction of 200no. residential units comprising 4 no. 1-bedroom apartment units, 24 no. 1-bedroom maisonettes, 18 no. 3-bedroom duplex units, 81 no. 2-bedroom houses, 63 no. 3-bedroom houses and 10 no. 4-bedoom houses. In addition, the development includes		

	c.8,300sq.m of Public Open Space (c. 15% of the development area), 400sq,m of Communal Open Space, car parking, bicycle parking and all associated site development works.	
Site Zoning under	RA	
Fingal County Council Development Plan		
Development i an		

Disclaimer

Please Note that advice, feedback, and opinion offered at consultation is given in good faith and cannot prejudice the determination of a subsequent planning application in accordance with Section 247 of the Planning and Development Act 2000, as amended

FEEDBACK ON PROPOSAL

Part V:

- Early engagement with the Housing Department is advised given the scheme amends in part an earlier proposal for which Part V arrangements are currently under discussion.
- 32 no. units suggested. Some areas require 10% rate, and others 20%. Applicant to liaise with the Housing Department to agree arrangements.
- Where apartments are proposed to fulfil Part V requirements, ground floor/level access is required.

Below is a list of documents that will be required as part of any future proposal.

- A site layout plan
- Drawings
- Schedule of Accommodation
- Evidence of land purchase date if availing of transitional arrangements.
- The units offered in the proposal should be in line with the unit mix in the overall development and should be pepper-potted throughout the scheme and delivered up front with Part V units delivered in each phase. Please note, that Part V arrangements will not accept studio apartments.
- To avail of the transitional arrangements, evidence of the land purchase date should be submitted with Part V proposal. A 20%Part V requirement will apply to all planning permissions granted after 3rd September 2021 where the applicant does not supply sufficient evidence that the land was purchased between 1st September 2015 and 31st July 2021.

Note: The below listed documents are acceptable to Fingal County Council as evidence of the land purchase date:

- Copy of land registry folio.
- Copy of signed and dated deeds of transfer (commercially sensitive information should be redacted).
- Copy of signed and dated contract for sale (commercially sensitive information should be redacted).
- A Part V validation letter will be required for any full application.

- Please contact PARTV@fingal.ie to discuss any of the above.
- In addition, at this stage it would be beneficial to view Part V proposals in the VED. OG OG context of overall development/ permitted scheme.

Water Services:

- SuDs Strategy presented is positive despite some challenges. Proposed scheme should promote nature-based solutions and an overall strategy should be demonstrated at Stage 2.
- The local authority notes the applicant's comments that the process of confirmation of feasibility from Uisce Eireann is underway.
- Flooding issues are not anticipated. A Flood Risk Assessment for LRD meeting stage is required.
- Further engagement with Water Services Division is invited ahead of Stage 2.

Transportation:

- Decision with respect to a current compliance submission for a related application is pending. The outcome may impact the development proposed.
- Parking provision should align with the requirements of the Fingal Development Plan 2023-2029. A schedule of parking to be submitted ahead of/as part of Stage 2 meeting. Parking provision should accord with Zone 2 requirements.
- Details of all proposed structures to cater for cycle parking and storage to be provided.
- High levels of permeability required for active travel routes within the scheme and to adjoining lands/road network.
- Pedestrian connectivity to surrounding developments and to the R122 should be demonstrated and enhanced.
- Traffic calming preference for landscape buildouts.
- Cycle lane to be provided along Clonard Road. 2.0m wide footpath on Clonard Road is noted.
- (EV) charging points to be provided with appropriate ducting and infrastructure to allow for future fit out of a charging point at all parking spaces.
- Accessible spaces to be provided.
- Road Safety Audit is required.
- Construction Management Plan required.

Parks & Open Space:

- A Tree survey and Hedgerow Management Plan will be required for the entire application. These should be advanced ahead of the Stage 2 meeting and should inform the layout of the scheme at Stage 2.
- 16% open space -Each area of Class 1 and Class 2 open space should be outlined on a masterplan drawing.
- Play Space-4sqm per unit required. Plans should indicate where play provision is to be located. Fingal Play policy requires 25sqm separation distances.
- Inclusive play is required. Scheme should demonstrate accessible including quiet areas if possible.
- Landscape plans should clearly indicate levels and contours, all services, public lighting and boundary treatments.

- Further engagement with the Parks and Green Infrastructure Department is welcomed in relation to Play areas and location/design of SuDs abead of Stage 2 meetina.
- Ensure the scheme provides children with quality play space and negates requirement for road crossings to avail of play provision. 061081202

Planning:

- 200 units.
- Demonstrate compliance with the applicable standards of Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities.
- Additional lands are now included. Applicant to demonstrate that previous childcare assessment has taken additional demand into account. Preference is for childcare provision on site to cater for the scheme.
- Given the extent of development and its location, the scheme would benefit from provision of limited retail floorspace, given the separation from extant facilities.
- Social Facilities/Community Facilities audit required.
- Riparian corridor to south further clarity sought in terms of separation distances from same and treatment of this area. Ensure compliance with Development Plan standards in terms of setbacks.
- Masterplan/Design Statement should provide clarity in relation to the measures proposed to ensure distinct neighbourhoods rather than homogenous blocks. Masterplan should also indicate permeability and integration with permitted and extant development in the vicinity.
- Design enhancements required with regard to duplex units- finishing materials, elevational treatments, design etc.
- Taking in Charge layout required.
- Compliance with Objective DMSO37- Age Friendly Housing required.
- Demonstrate compliance with Policy SPQHP22 -Accessible Housing -30% fully accessible.
- EIAR/NIS requirements to be fulfilled.
- Resolution of outstanding compliances may impact the proposed development.
- Schedule of Accommodation/Floor Areas to be provided.
- Strong building line to roadways required, rather than presentation of gable walls.
- Ensure appropriate levels of high quality communal open space to serve duplexes units.

Heritage

Archaeological Impact Assessment required.

LRD Admin Team

- If there is an issue with file sizes over email the admin team upon request will accept a USB with all the required documents and application request form to facilitate the meeting. SharePoint, file sharing, drop box etc are not currently available to us due to internal I.T security concerns & firewalls.
- Please contact LRD@fingal.ie when in a position to comply with the above.

APPENDIX G – PHOTOMONTAGES



Verified Photomontages

Proposed

Ladywell Phase 4

July 2024









issued: 11/07/2024





photography:

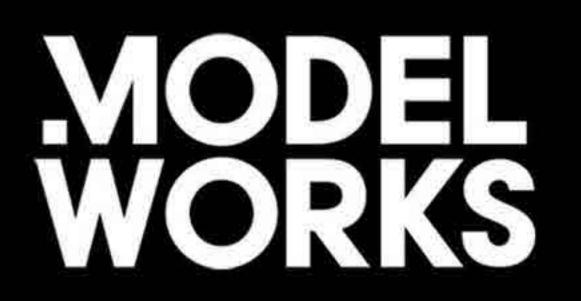
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location:

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photography:

22-03-2024 11:34 Canon 5D Mark II 24 mm Lens

location:

E 718547.780 N 763109.552

viewpoint: View 01 Proposed





photography:

22-03-2024 11:26 Canon 5D Mark II 24 mm Lens

location:

E 718650.115 N 763215.466







photography:

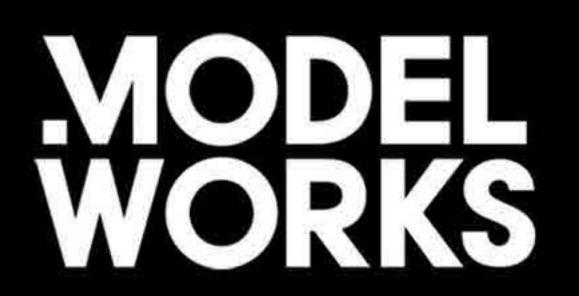
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location:

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photography:

22-03-2024 11:13 Canon 5D Mark II 24 mm Lens

location:

E 718714.341 N 763354.305

viewpoint: View 03 Existing





photography:

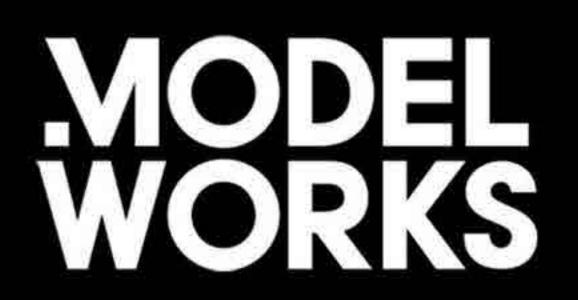
22-03-2024 11:13 Canon 5D Mark II 24 mm Lens

location:

E 718714.341 N 763354.305

viewpoint: View 03 Proposed





Permitted Ladywell Glenveagh Phases

photography:

22-03-2024 11:13 Canon 5D Mark II 24 mm Lens

location:

E 718714.341 N 763354.305

viewpoint: View 03 Cumulative





photography:

22-03-2024 11:02 Canon 5D Mark II 24 mm Lens

location:

E 718526.230 N 763393.231

viewpoint: View 04 Existing





photography:

22-03-2024 11:02 Canon 5D Mark II 24 mm Lens

location:

E 718526.230 N 763393.231





Angle of View 73⁰ Horizontal (24 mm Lens)



Ladywell Phase 4 project:

Angle of View 39⁰ Horizontal (50 mm Lens)

Permitted Ladywell Glenveagh Phases

photography:

22-03-2024 11:02 Canon 5D Mark II 24 mm Lens

location:

E 718526.230 N 763393.231







photography:

22-03-2024 10:35 Canon 5D Mark II 24 mm Lens

location:

E 718222.450 N 763742.115

viewpoint: View 05 Existing





photography:

22-03-2024 10:35 Canon 5D Mark II 24 mm Lens

location:

E 718222.450 N 763742.115

viewpoint: View 05 Proposed



Angle of View 73⁰ Horizontal (24 mm Lens)



project: Ladywell Phase 4

Angle of View 39⁰ Horizontal (50 mm Lens)

Permitted Ladywell Glenveagh Phases and Permitted LRD LRD0006/S3

photography:

22-03-2024 10:35 Canon 5D Mark II 24 mm Lens

location:

E 718222.450 N 763742.115

viewpoint: View 05 Cumulative

issued: 08-07-2024





Angle of View 39⁰ Horizontal (50 mm Lens)

photography:

22-03-2024 11:46 Canon 5D Mark II 24 mm Lens

location:

E 718460.282 N 763148.308







photography:

22-03-2024 11:46 Canon 5D Mark II 24 mm Lens

location:

E 718460.282 N 763148.308

viewpoint: View 06 Proposed





photography:

22-03-2024 12:10 Canon 5D Mark II 24 mm Lens

location:

E 718276.340 N 763259.121







photography:

22-03-2024 12:10 Canon 5D Mark II 24 mm Lens

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Permitted Ladywell Glenveagh Phases

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22-03-2024 12:10 Canon 5D Mark II 24 mm Lens

location:

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MORKS

Ladywell Phase 4 project:

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22-03-2024 12:24 Canon 5D Mark II 24 mm Lens

location:

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photography:

22-03-2024 12:24 Canon 5D Mark II 24 mm Lens

location:

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viewpoint: View 08 Proposed





Permitted Ladywell Glenveagh Phases

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location:

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viewpoint: View 08 Cumulative





photography: 22-03-2024 12:24 Canon 5D Mark II 24 mm Lens location:

E 718112.168 N 763394.623

viewpoint: View 08 Cumulative issued: 08-07-2024