

13 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

13.1 Introduction

This chapter of the EIAR has been prepared by. Landscape Architect Daithi O'Troithigh MSc Urban Design, PG Dip LA, BA Larch, Dip Arch Tech, MILLI, of doyle + o'troithigh landscape architecture. Daithi has prepared Landscape & Visual Impact for a wide range of projects including mixed residential, care homes, hotels, student accommodation and a number of solar projects throughout the country. The purpose of this study is to appraise the existing landscape settings of the site and to assess the likely impacts arising from the proposed development and describe the proposed mitigation measures.

This assessment should be read in conjunction with the Photomontages prepared for the scheme (refer to Appendix 13-1 below).

13.2 Assessment Methodology

This assessment has been based on the following guidelines:

- Environmental Protection Agency (EPA) publication Guidelines on the Information to be contained in Environmental Impact Statements - (2015) and Draft Guidelines (2017) and the accompanying Advice Notes on Current Practice in the Preparation of Environmental Impact Statements (2015 & 2017); and,
- 'Guidelines for Landscape and Visual Assessment', 3rd Ed., The Landscape Institute and Institute of Environmental Management and Assessment, 2013.

This assessment has involved:

- Undertaking a desk-top study of the site; including reviewing ordnance survey mapping and aerial photography;
- Reviewing the plans, sections and elevations of the proposed scheme;
- A review of statutory planning and other documentation in order to ascertain the local and wider; significance; and
- Visiting the site and surrounding area during the spring of 2025 and preparing a photographic record of views and landscape features.

13.2.1 Nature of Impacts

Impact on landscape arising from development has two distinct but closely related aspects. The first is impact in the form of change to character of the landscape that arises from the insertion of the proposed development into the existing context. The second aspect is the visual impact; which depends on the degree and nature of change in the visual environment. It is recognised that the combined impact on character and views will draw responses, the significance of which will be partly informed by an individual's subjective perception of how much the changes matter.

The assessment of landscape and visual impacts include:

- Direct impacts upon specific landscape elements and buildings within and adjacent to the site
- Effects on the overall pattern of the landscape elements that give rise to the character of the site and its surroundings
- Impacts upon any special features or interests in or around the site
- Direct impacts of the scheme upon views in the landscape / townscape
- Overall impact on townscape character and visual amenity.

13.2.2 Significance Criteria

Whenever appropriate the following terms are used to describe the degree, quality and duration of an impact: (Note this is based on the EPA Advice Notes and Guidelines) and provided in table 13-1 below.

Impact Criteria	Description
Profound	An impact which obliterates sensitive characteristics
Significant	An impact which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment
Moderate	An impact that alters the character of the environment in a manner that is consistent with the existing and emerging trends
Slight	An impact which causes noticeable changes in the character of the environment without affecting its sensitivities
Imperceptible	An impact capable of measurement but without noticeable consequences

Table 13-1: Impact Significance Criteria

Terms used to describe the quality of change:

- Positive impact: A change that improved the quality of the environment
- Neutral impact: A change that does not affect the quality of the environment
- Negative impact: A change that reduces the quality of the environment.

Terms relating to the duration of impacts as described in the EPA Guidelines are listed as follows:

- Temporary impact: Lasting one year or less
- Short-term impact: Lasting one to seven years
- Medium-term impact: Lasting seven to fifteen years
- Long-term impact: Lasting fifteen to sixty years
- Permanent impact: Lasting over sixty years.

13.2.3 Photomontages

A collection of 16 photomontages have been prepared surrounding the site to fully illustrate the physical and visual nature of the proposed development. The Photomontages have been prepared from locations that are representative of views of the scheme from surrounding areas (Appendix 13-1). Existing views and proposed versions of each view have been provided and have been taken at the following locations:

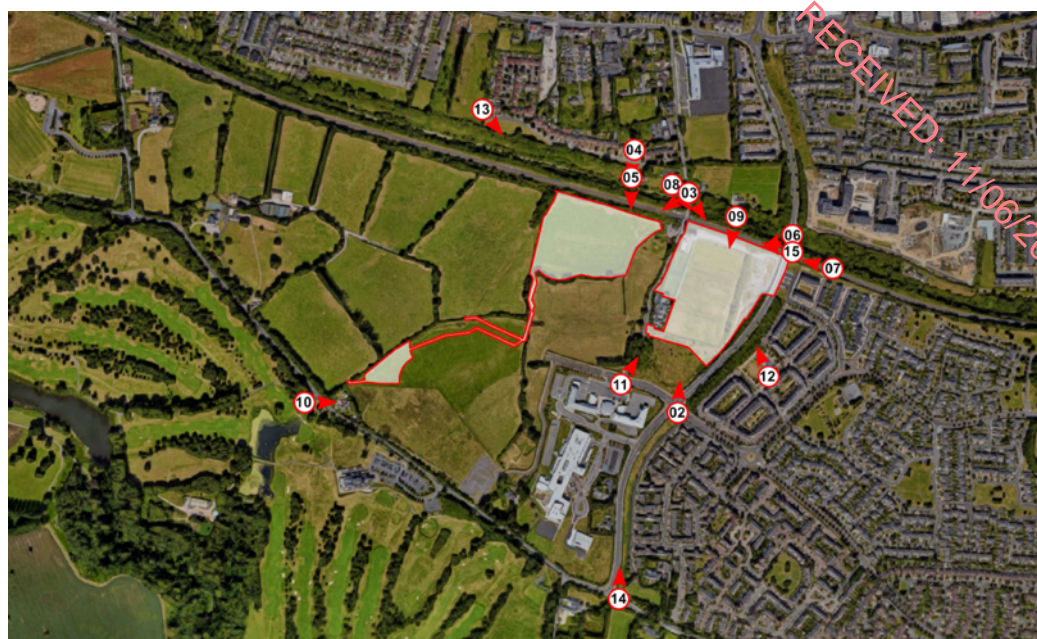


Fig. 13-1 - Location of 16 No. photomontages (see Model Works submission for full map & locations)

View	Description	Location
View 1	View north from the Kellystown Link Rd / Parent Permission Show Units	South
View 2	View north west from the Junction of Porterstown Link Rd and Diswellstown Rd	South East
View 3.1	View west from Porterstown Rd Bridge	East
View 3.2	View east from Porterstown Rd Bridge	West
View 4	View east from the Village to include Clonsilla School House	West
View 5	View south from the Canal towpath opposite Molloy Lands (in front of Clonsilla School House)	North
View 6	View from Dr Troy Bridge towards Block A	North East
View 7	View west from Riverwood	East
View 8	View south east from the Canal towpath to St Mochta's LRD	North West
View 9	View from the Canal towpath from St Mochta's LRD Site Lands	North
View 10	View north east from Porterstown Rd (Golf Course Maintenance Gates)	South West
View 11	View north from School Junction with Porterstown Rd.	South
View 12	View north west from Woodbrook Court Open Space	South East

View 13	View south west from the Village	North East
View 14	View north from Porterstown Rd and Porterstown Link Rd Junction	South
View 15	View west from Dr Troy Bridge to Clonsilla School House	East

Table 13-2: View Locations

Refer to Appendix 13-1 for locations of Photomontage viewpoints and Model Works for their submission forming part of the Planning Application.

13.3 Receiving Environment

13.3.1 Designated Sites

13.3.1.1 Protected Structures

There are eight Protected Structures of architectural and historical interest within or adjoining the LAP boundary. These buildings and sites are included on the National Inventory of Architectural Heritage owing to their contribution to various categories of special interest: architectural; historical; archaeological; artistic; cultural; scientific; social; or technical.

The Protected Structures are as follows:

- RPS No. 698 - Keenan Bridge located at the Royal Canal/ Porterstown Road. This is a late 18th century single-arched stone road bridge over the Royal Canal.
- RPS No. 699 - Keeper's Cottage located on the Porterstown Road. This is a mid-19th century Rail Keeper's Cottage at rail 8 crossing.
- RPS No. 700 - Former Clonsilla School located on Porterstown Road. This is a mid-19th century three-storey former school building.
- RPS No. 706 - Callaghan Bridge located at the Royal Canal/ Clonsilla Road. This is a late 18th century single-arched stone road bridge extending over the Royal Canal at the Clonsilla Train Station.
- RPS No. 707 - Clonsilla Signal Box & Overbridge located at the Clonsilla Road/Clonsilla Train Station. A mid-19th century signal box and cast-iron pedestrian overbridge at Clonsilla Train Station. The station building itself was demolished and replaced by a modern structure.
- RPS No. 727 - Home Villa located on Porterstown Road. This is a four-bay two-storey 19th century former presbytery.
- RPS No. 944a - Royal Canal. Late 18th century man-made canal, including the tow paths, the canal channel with its stone and earth banks, and the canal locks (10th, 11th and 12th Lock).
- RPS No. 945 - The Gables located at Luttrellstown Road. As per the description contained within the Development Plan's Record of Protected Structures, this is a detached three bay single-storey mid-19th century house with distinctive advanced gable fronted bays added in late 19th century.

13.3.1.2 Recorded Monuments & Architectural Conservation Areas

The following Recorded Monument is located to the northwestern corner of the LAP lands:

DU013-018 - Ring Barrow located beside the railway line at Greenmount. The Archaeological Survey of Ireland describes the monument as three conjoined circular features, comprising external bank (av. dims. Wth 2.5m; H 0.6m), internal fosse (av. dims. Wth 2m; D 0.25m) and raised interiors (av. ext. diams. 11m). Test excavation on one of the features (Licence No. 06E0348) suggested that it is a type of barrow and by inference, that the other two circular features belong to the same monument

typology (Lynch 2006).

Luttrellstown Demesne

Luttrellstown Demesne plays an important role in the heritage of Kellystown. The Demesne is located outside of the LAP area on the southern side of the Luttrellstown Road. Luttrellstown Castle is protected under the Development Plan (RPS No. 723) and described as: “Early 19th century Gothic house, incorporating remains of 17th century mansion (including outbuildings, gate lodges, follies, gates & gate piers)”. Luttrellstown Demesne is also a designated Architectural Conservation Area (ACA). Section 81 of the Planning & Development Act 2000 (as amended) states that ACA’s are designated in order to preserve the character of a place, area, group of structures or townscape that is either of special architectural, historical, archaeological, artistic, cultural, scientific social or technical interest or value or that contributes to the appreciation of a protected structure.

13.3.1.3 Protected Areas of National Importance Under the Wildlife (Amendment) Act, 2000

The Baldoyle, Malahide and Rogerstown Estuaries support thousands of migratory birds during the Winter. These sites have been designated as Special Areas of Conservation (SACs) or Special Protection Areas (SPAs) under the EU Habitats and Birds Directives. The Rockabill to Dalkey Island marine Special Area Conservation (SAC) is located off the Fingal coast and was designated for the underwater reefs and as a habitat for Harbour Porpoise. At EU level, the most important habitats and species are protected through Natura 2000 which is the network of protected areas established under the Habitats and Birds Directives.

Natural Heritage Areas (NHAs) and Proposed Natural Heritage Areas (pHNAs) are being designated to conserve species and habitats of national importance. This includes the Liffey Valley, Royal Canal and wetland sites such as the Sluice River Marsh and the Bog of the Ring. There are also a number of Statutory Nature Reserves and Refuges for Fauna in Fingal. These areas, established under the Wildlife Acts 1976 to 2012, are areas where nature conservation is the primary objective and takes precedence over all other activities. The Council will normally only grant permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats and species of interest in the designated area and its ecological integrity. The Royal Canal which is a pHNA, is approximately 40m to the north of the subject site.

13.3.1.4 Habitat Areas Listed on Annex I of the Habitats Directive Located Outside Designated Areas

A number of areas hosting habitats listed in Annex I of the Habitats Directive but outside Special Areas of Conservation (SACs) have been identified in the County. These include sand-dunes, shingle and gravel banks and shores, orchid rich grasslands, petrifying springs, and vegetated sea cliffs. The majority of these habitats are found along the coast. Some of these habitats are also important for coastal defense. The Council will normally only grant planning permission where it is clearly demonstrated that a proposal will have no significant adverse impact on the habitats of interest in these areas and their ecological integrity. There are no such areas impacted by the proposed development on the subject site.

Location	SAC	SPA	pNHA	NHA	WFDRPA	Ramsar	SNR	RFF
Baldoyle Bay	✓	✓	✓		✓	✓	✓	
North Bull Island		✓			✓	✓	✓	
Bog of the Ring			✓		✓			
Zone* Marine SAC	✓							
Feltrim Hill			✓		✓			
Howth Head	✓	✓	✓		✓			
Ireland's Eye	✓	✓	✓		✓			
Lambay Island	✓	✓	✓		✓			
Knock Lake			✓		✓			
Liffey Valley			✓		✓			
Loughshinny Coast			✓		✓			
Malahide/Swords/ Broad meadow Estuary	✓	✓	✓		✓	✓		
North Dublin Bay	✓		✓		✓			
Portrane Shore			✓		✓			
Rockabill Island		✓	✓		✓			✓
Rockabill to Dalkey	✓							
Rogerstown	✓	✓	✓		✓	✓	✓	
Royal Canal			✓		✓			
Santry Demesne			✓		✓			
Skerries Islands		✓		✓	✓			
Sluice River Mars			✓		✓			

SAC = Special Area of Conservation SPA = Special Protection Area
 pNHA = proposed Natural Heritage Area NHA = Natural Heritage Area
 WFDRPA = Water Framework Directive Register of Protected Areas site Ramsar = site designated pursuant to Ramsar
 Convention on Wetlands SNR = Statutory Nature Reserve
 RFF = Refuge for Fauna
 * = This area is not mapped on Green Infrastructure 2, Sheet 15 owing to the 24 km distance from shore but can be
 reviewed in SI 99 of 2016, 24 February 2016, as a map is attached. See www.npws.ie.

Fig 13-3: Fingal Development Plan 2023 – 2029 Protected Areas of National Importance

13.3.1.5 The Royal Canal

The Royal Canal flows approximately 40m to the north of the subject site. The Canal pNHA comprises the canal channel and the banks on either side. A number of different habitats are found within the canal boundaries, hedgerow, tall herbs, calcareous grassland, reed fringe, open water and woodland. The ecological value of the canal lies more in the diversity of species it supports along its linear habitats than in the presence of rare species. It crosses through agricultural land and therefore provides a refuge for species threatened by modern agriculture practices.



Fig13-4: Fingal Development Plan 2023 – 2029 Green Infrastructure 1 Sheet 14

The wider existing natural context taken from the Fingal Development Plan 2023 - 2029 Green Infrastructure Mapped Objectives Sheet 14 lists GIM9 which “seeks the development of the Royal Canal as a significant public amenity while protecting its natural and built heritage”.

13.4 Fingal Development Plan 2023 -2029 Landscape Policy Context

13.4.1 Land Use Zoning

The application site is subject to the Zoning Objective “RA – Residential Area”, as part of the wider new residential development planned for Kellystown.

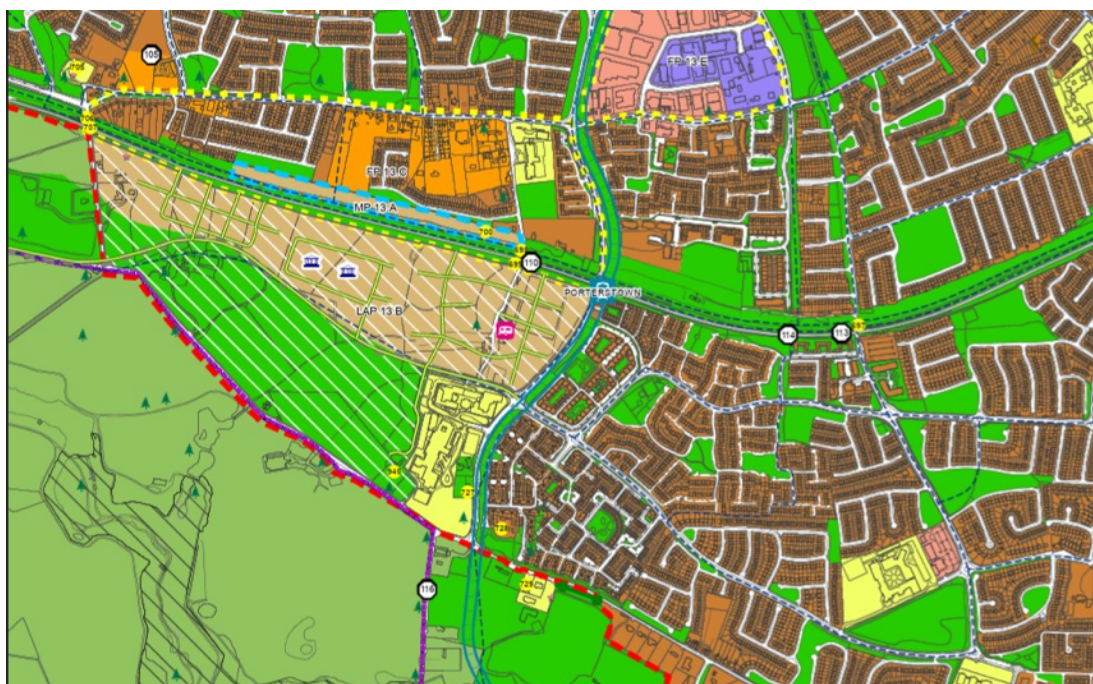


Fig 13-5: Extract, Blanchardstown South- Sheet 13, Fingal County Development Plan, 2023 - 2029

The zoning objective reads as follows:

“Provide for new residential community subject to the provision of the necessary social and physical infrastructure”.

The vision of this zoning objective reads as follows:

“Ensure the provision of high-quality environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities”.

The Development Plan indicates that residential uses are ‘permissible’ under the RA zoning objective.

13.4.2 **Landscape Related Policy Objectives.**

The Fingal County Development Plan 2023 – 2029 contains a number of landscape related objectives relevant to the Proposed Development, extracts of which are set out in the following sections.

Chapter 3 Sustainable Placemaking and Quality Homes

The following Development Plan policies and objectives regarding Sustainable Placemaking and Quality Homes are relevant to the landscape visual impact assessment.

Policy SPQHP36 – Private and Semi-Private Open Space

“Ensure that all residential development within Fingal is provided with and has access to high quality private open space and semi-private open space (relative to the composition of the residential scheme) which is of a high-quality design and finish and integrated into the design of the residential development.

Policy SPQHP37 – Open Space Hierarchy

“Ensure that all residential development in Fingal is served by a clear hierarchy and network of high quality public open spaces providing for active and passive recreation purposes which is easily accessible and integrated with local communities”.

Objective SPQHO35 – Private Open Space

“Require that all private open spaces for houses and apartments/duplexes including balconies, patios, roof gardens and rear gardens are designed in accordance with the qualitative and quantitative standards set out in Chapter 14 Development Management Standards”.

Objective SPQHO36 – Public open Space

“Public open space provision in new residential developments must comply with the quantitative and qualitative standards set out in Chapter 14 Development Management Standards”.

Chapter 4 Community Infrastructure and Open Space.

The Tree Policy contained within Chapter 4 of the Development Plan states that:

“Trees provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats. The Forest of Fingal – A Tree Strategy for Fingal sets out the Council’s policy for street tree planting, management and maintenance. In addition to contributing to visual amenity and a sense of place, trees are increasingly recognised as a significant component of green infrastructure. Trees provide nature-based solutions to the challenges of urbanisation including improved air quality (levels of particulate pollution on tree-lined streets can be up to 60% lower than those without trees) and surface water management (100 mature trees can capture as much as 1,137,500 litres of rainwater each year). Trees also have a role in mitigating climate change and in decarbonising the urban environment (single mature tree absorbs carbon at a rate of 21.6kg per year). The vision of the Tree Strategy is “To protect and enhance Fingal’s trees to maximise both the benefits they offer and the character they bring to the County to ensure a greener, healthier Fingal for now and future generations”. The strategy sets out a series of policies, objectives and actions aimed at achieving this vision”.

The following Development Plan objectives regarding Community Infrastructure and Open Space are relevant to the landscape visual impact assessment.

Objective CIOSO44 – Playgrounds

“Facilitate the provision of appropriately scaled children’s playground facilities within new and existing residential development in line with the Council’s Play Policy”.

Objective CIOSO53 – Open Space and Privacy

“Ensure all areas of private open space have an adequate level of privacy for residents through the minimisation of overlooking and the provision of screening arrangements”.

Chapter 6 Connectivity and Movement

The following Development Plan objectives regarding Connectivity and Movement are relevant to the landscape visual impact assessment.

Objective CMO16 – Public Realm and Development

“Encourage and facilitate the delivery of high-quality public realm in tandem with new developments throughout the County through the Development Management process and the retrospective provision in existing developments, including the provision of a pedestrianised core in town centres where appropriate”.

Objective CMO48 – Roads and Streets and Green Infrastructure

“New roads and streets to incorporate green Infrastructure elements such as sustainable drainage infrastructure, planting of native trees, hedgerows and pollinator species in medians and on roadside verges, as appropriate to the location”.

Chapter 7 Employment and Economy

The following Development Plan objective regarding Employment and Economy is relevant to the landscape visual impact assessment.

Objective EEO64 – Sustainable Horticultural Practices

“Support and facilitate the development of environmentally sustainable horticultural practices”.

Chapter 9 Green Infrastructure and Natural Heritage

The following Development Plan policies and objectives regarding Green Infrastructure and Natural Heritage are relevant to the landscape visual impact assessment.

Policy GINHP1 – Resilient Design

“Promote an awareness of the benefits of resilient design and the multi-functional nature of green infrastructure. Apply multi-functional principles of green infrastructure to inform the Development Management process in terms of design and layout of new residential areas, business/industrial development and other significant projects while maximising the multi-functional nature of green infrastructure by ensuring the development of synergies between Public Open Space, Biodiversity, SuDS/Water Sensitive Design, Climate Change and Active Travel objectives”.

Policy GINHP2 – Protection of Green Infrastructure

“Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed and created to provide a wide range of environmental, social and economic benefits to communities”.

Policy GINHP3 – Greening of Developments

“Encourage measures for the ‘greening’ of new developments including the use of green roofs, brown roofs, green walls and water harvesting. Where feasible require new developments to incorporate greening elements such as green roofs, brown roofs, green walls, green car parking and SuDs (e.g. clean water ponds fed by rainwater via downpipes)”.

Policy GINHP5 – Green Infrastructure Network

“Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community gardens), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of archaeological and heritage landscapes”.

Objective GINHO4 – Green Infrastructure and Development

“Resist development that would fragment or prejudice the County’s strategic green infrastructure Network”.

Objective GINHO5 – Pollinator Plan

“Continue to support the provisions of the National Pollinator Plan 2021-2025 through the management and monitoring of the County’s pollinator protection sites and through the promotion of additional pollinator sites during the lifetime of this Development Plan”.

Policy GINHP10 – Green Infrastructure and Development

“Seek a net gain in green infrastructure through the protection and enhancement of existing assets, through the provision of new green infrastructure as an integral part of the planning process, and by taking forward priority projects including those indicated on the Development Plan Green Infrastructure maps during the lifetime of the Development Plan”.

Policy GINHP11 – Biodiversity Action Plan

“Support the adoption and implementation of the Fingal Biodiversity Action Plan, implementation of the National Biodiversity Action Plan 2017– 2021 and the All-Ireland Pollinator Plan 2021–2025 and any superseding plans”.

Policy GINHP12 – Protected Sites

“Protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, and Refuges for Fauna”.

Policy GINHP13 – Fingal Ecological Network

“Support development of the Fingal Ecological Network in line with the Fingal Biodiversity Action Plan”.

Policy GINHP14 – Biodiversity Net Gain Guidance

“Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain”.

Objective GINHO33 – Annex I and Annex II

“Ensure development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats”.

Objective GINHO32 – Development and Invasive Species

“Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applications will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of European Communities (Birds and Natural Habitats) Regulations 2011 and EU Regulations 1143/2014”.

Policy GINHP22 – Tree Planting

“Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations”.

Objective GINHO46 – Tree Removal

“Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification”.

Chapter 10 Heritage, Culture and Arts

The following Development Plan objective regarding Heritage, Culture and Arts is relevant to the landscape visual impact assessment.

Objective HCAO49 – Royal Canal

“Protect and enhance the built and natural heritage of the Royal Canal and ensure that development along it or within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values. Works to the built fabric of Royal Canal should have regard to the Waterways Ireland’s Heritage Plan and Guidelines for Conservation of the Built Heritage – Repair and maintenance of heritage structures on the inland waterways of Ireland 2015”.

Chapter 11 Infrastructure and Utilities

The following Development Plan policies and objectives regarding Infrastructure and Utilities are relevant to the landscape visual impact assessment.

Policy IUP10 – Water Conservation and SuDS

“Promote the inclusion of water conservation and SuDS measures in all developments, to reduce the level of surface water run-off, improve water quality and contribute to adaptation to climate change through natural solutions.

Objective IUO9 – Surface Water Drainage Systems

“Maintain and enhance existing surface water drainage systems in the County and to require SuDS in new developments where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development) / Greater Dublin Regional Code of Practice for Drainage Works”.

Objective IUO10 – SuDS – Nature-Based Solutions

“SuDS shall incorporate nature-based solutions having regard to the objectives set out in Fingal’s Guidance Document – Green/ Blue Infrastructure for Development, as amended (Appendix 11) and Nature Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas, Water Sensitive Urban Design Best Practice Interim Guidance Document (November 2021, DHLGH)”.

Objective IUO11 – SuDS in New Developments

“SuDS will be incorporated into all parts of a development (open spaces, roads, footpaths, private areas), and have regard to the FCC SuDS Guidance Document – Green/ Blue Infrastructure for Development, as amended (Appendix 11), and shall ensure: That the design of SuDS enhances the quality of open spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space. Open space areas shall not be dominated by SuDS features. Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible”.

Objective IUO14 – Buffer Zones for Riparian Corridors

“Implement policies relating to the buffer zones for riparian corridors and SuDS, having regard to Fingal’s SuDS Guidance document Green/ Blue Infrastructure for Development, as amended”.

13.4.3 Landscape Character Assessment

The Development Plan’s Landscape Character Assessment (LCA) provides for the classification of Fingal’s

landscapes into the following types and values, and sensitivities. Character Types represent generic areas of distinctive character that makes one landscape different from another such as uplands or the

coast, while Sensitivity is evaluated using criteria ranging from high to low. A highly sensitive landscape is likely to be vulnerable to change whereas a landscape with a low sensitivity is likely to be less at risk from change.

Landscape Character Types	Landscape Value	Landscape Sensitivity
Rolling Hills Type	Modest	Medium
High Lying Type	High	High
Low Lying Type	Modest	Low
Estuary Type	Exceptional	High
Coastal Type	Exceptional	High
River Valley and Canal Type	High	High

Fig 13-6: Fingal Development Plan 2023 – 2029 Landscape Character Assessment

13.4.4 Landscape Character of the Subject Site

The LAP lands are located within the designated ‘River Valleys/ Canal’ landscape character type as defined in the Development Plan. The Royal Canal Corridor, along with the Tolka and Liffey valleys are the main landscape features in this classification. The Development Plan acknowledges that the canal and its corridor provide valuable habitat for fish and other species. In addition to its biodiversity value as a proposed Natural Heritage Area (pNHA), the contribution that the many bridges and other structures associated to the County’s architectural heritage is also acknowledged. The River Valley/Canal character type is categorised as having a high value in the Development Plan due to its the visual and recreational qualities. The entire LAP area is located within the ‘Highly Sensitive Landscape’ designation.

13.4.5 Royal Canal

Objective CH43 of the Development Plan states as follows regarding the Canal: “*Protect and enhance the built and natural heritage of the Royal Canal and ensure that development within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values and that it adheres to the Waterways Irelands Heritage Plan 20162020*”.

13.4.6 Highly Sensitive Landscape

The entire LAP area falls within the ‘Highly Sensitive Landscape’ designation and is located within the ‘River Valleys/Canal character type. The Royal Canal (a protected structure) and its corridor provide valuable habitat for fish and other species and is a pNHA. This character type is further categorised as having a high value, due to the visual and recreation qualities contained therein. The Development Plan includes a number of principles for development in relation to highly sensitive landscape character type areas and includes the following:

Field and roadside hedgerows should be retained. Proposals necessitating the removal of extensive field and roadside hedgerows should not be permitted; The retention and active management of trees and woodland blocks should be promoted; The use of trees and woodlands to contain new development should be encouraged. Strong planting schemes using native species, to integrate development into these sensitive landscapes, will be required. New planting needs to be carefully located and selected; and Establish riparian corridors free from new development along all significant watercourses in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from top of bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice,

Ward, Broadmeadow Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required. Landscape Setting Kellystown has a distinct boundary to the north, in terms of the Royal Canal and the Dublin Maynooth railway line. The Diswellstown Road provides the boundary to the east, beyond which is suburban style housing in Carpenterstown. To the south and west, the lands are surrounded by high amenity zoned lands which provide a distinct break between Kellystown and other suburbs/settlements.

Objective GINHO57 of the Development Plan deals with Development and Landscape and states the following:

"Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility".

13.4.7 Views and Prospects



Fig13-7: Fingal Development Plan 2023 – 2029 Green Infrastructure 1 Sheet 14 Preserve Views Map

The wider existing natural context taken from the Fingal Development Plan 2023 – 2029 Green Infrastructure Mapped Objectives Sheet 14 shows that there are no protected views or prospects impacted by the subject site.

The following Development Plan objectives regarding Views and Prospects are relevant to the landscape visual impact assessment.

Objective GINHO60 – Protection of Views and Prospects

"Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development".

Objective GINHO61 – Landscape/Visual Assessment

“Require a Landscape/Visual Assessment to accompany planning applications for significant proposals that are likely to affect views and prospects”.

13.5 Kellystown Local Area Plan 2021

The application site lies within the Eastern Development Area (DA1) of the Kellystown Local Area Plan 2021.



Fig 13-8: Kellystown Local Area Plan 2021 Boundaries and Development Areas

The vision statement for Kellystown is as follows:

“The vision for Kellystown is to promote the development of a distinctive, sustainable, high quality new residential quarter, connected to the neighbouring suburbs of Clonsilla and Carpenterstown. Kellystown will provide a sustainable residential community, comprising a choice of high-quality new homes, with a mix of dwelling types, size and tenure based around a new civic square that incorporates local services with new schools, public open space and access to high capacity public transport links”.

13.5.1 Kellystown

Kellystown is located approximately 1.5 km south-west of Blanchardstown Town Centre, 1.8 km south-west of Blanchardstown Main Street and 9.8 km north-west from O’Connell Street, Dublin. The

subject lands are situated directly south of the Royal Canal and the Dublin-Maynooth Railway Line and between Porterstown Road and Diswellstown Road to the east and Clonsilla Road (R121) to the west. Luttrellstown Road, a country thoroughfare, frames the lands to the south. Diswellstown Road to the east offers an access point for vehicular and pedestrian traffic to cross the canal and railway line without traversing via a level crossing. The R121/Clonsilla Road (a well-trafficked route), defines the boundary of the lands to the west and is part of a network of roads linking Blanchardstown to Lucan.

13.5.2 Land Use Zoning

Under the Fingal Development Plan 2023 - 2029, land in Kellystown is zoned Residential Area 'RA' and Open Space 'OS'. The RA zoning objective seeks to: "Provide for new residential communities subject to the provision of the necessary social and physical infrastructure". The Vision Statement for the RA zoning seeks to: "Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities". The OS zoning objective seeks to: "Preserve and provide for open space and recreational amenities". The Vision Statement for the OS zoning seeks to: "Provide recreational and amenity resources for urban and rural populations subject to strict development controls. Only community facilities and other recreational uses will be considered and encouraged by the Planning Authority".

13.5.3 Green and Blue Infrastructure

The term 'green and blue infrastructure' is used to describe the interconnected networks of land and water all around us that sustain environmental quality and enrich quality of life. The LAP includes objectives for the protection and enhancement of green and blue infrastructure in Kellystown under the following headings:

- Biodiversity;
- Parks, Open Space and Recreation;
- Sustainable Water Management;
- Archaeological and Architectural Heritage; and
- Landscape.

Key Goals:

- Improve the amenity of the Royal Canal/Rail Corridor by providing a riparian corridor for the enjoyment of residents and visitors;
- Retain existing treelines and hedgerows of value (defined herein) and incorporate into future development proposals;
- Sensitively integrate the identified Ring Barrow (DU013-018) into the future open space provision of the LAP lands;
- Protect and foster biodiversity by providing green routes that can facilitate fauna movement, running along identified treelines and hedgerows of value;
- Minimise the severing effect of the proposed Kellystown Link Road to biodiversity through the provision of appropriate mitigation measures;
- Improve the liveability of Kellystown by creating green links between open spaces and other key assets, such as existing and future schools; and

- Take advantage of the opportunities created by the requirement to incorporate SuDS features to ensure that these areas enhance the landscape quality of the area.
- Mitigate the potential for flood risk by incorporating SuDS features such as water butts, rainwater harvesting, blue/green roofs and permeable paving into new development.
- Improve the amenity of the Royal Canal by providing a riparian corridor for the enjoyment of residents and visitors that is free from development.
- Take advantage of the opportunities created by the requirement to incorporate SuDS features to ensure that these areas enhance the landscape quality of the area.
- Provision of a signature green and blue corridor field boundary along the western boundary of the Neighbourhood Park.
- Protect water quality by ensuring that new development is designed so that water runs through at least one SuDS feature before discharge.

The following are the objectives for the delivery of green and blue infrastructure within the LAP area:

Objective 8.1

“Promote the conservation and enhancement of biodiversity having regard to the policies and objectives of the Fingal Development Plan, the Fingal Heritage Plan and the Fingal Biodiversity Plan while allowing for appropriate development, access arrangements and recreational activity”.

Objective 8.2

“Ensure that proposals for the riparian corridor running along the Royal Canal/Rail Corridor make adequate provision for the protection of biodiversity and sustainable water management”.

Objective 8.3

“Protect existing trees and hedgerows within the LAP lands which are of amenity or biodiversity value”.

Objective 8.4

“Incorporate identified trees and hedgerows into future development proposals in order to maintain and contribute to the landscape character of the area, insofar as practicable”.

Objective 8.5

“Conserve, protect and enhance existing trees and hedgerows within the LAP lands which form wildlife corridors and link habitats providing the stepping stones necessary for wildlife to flourish”.

Objective 8.6

“Require all development proposals within 30 metres of the Canal Pond to be accompanied by an Ecological Impact Assessment. This shall be prepared by a qualified Ecologist and in line with Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater and Coastal (CIEEM 2nd Edition, 2016)”.

Objective 8.7

“Require all development proposals to demonstrate how the proposal will enhance biodiversity and avoid or minimise the loss of existing habitat and wildlife corridors”.

Objective 8.8

“The following existing hedgerows/treelines, shown on Figure 8.5 shall be retained: H2, H5, H8, H12, H13, and H16, except where required to facilitate the construction of the Kellystown Link Road”.

Objective 8.9

“Retained hedgerows shall be maintained so that a diversity of hedgerow structure is provided, including tall and short section ($\leq 3m$) sections, with thick and dense cover at the base of the hedgerow. Gaps along hedgerows shall be minimised except to facilitate pedestrian access or visual permeability at appropriate locations”.

Objective 8.10

“A Method Statement for the construction, planting regime and species selection of both ‘dry’ and ‘wet’ hedgerows shall be provided with all planning applications for development within 10m of existing hedgerows within the LAP lands”.

Objective 8.11

“A new pedestrian/cycle bridge shall be provided over the Canal from the Central Development Area (DA2), subject to a future feasibility study and necessary environmental assessments and shall be provided at the developer’s expense”.

Objective 8.12

“Where new crossings of the Canal are proposed i.e footbridges/ cycle bridges, they shall be designed so as to avoid fragmentation of linear habitats associated with the Royal Canal Corridor”.

Objective 8.13

“Where hedgerows cannot be retained, or will be severed, a new hedgerow network composed of the same species shall be planted along roadways within future development proposals”.

Objective 8.14

“The pond should be managed as a pond for wildlife and a buffer of 5m is recommended to protect the pond from any development proposals”.

13.6 Site Description

13.6.1 St Mochta’s LRD

The subject site is located in an area identified for development under the Kellystown Local Area Plan (“the LAP”). The application site is currently in use as football pitches for St. Mochta’s Football Club, however, an application from the applicant has recently been lodged comprising of the relocation of St. Mochta’s Football Club grounds within the new emergent residential neighbourhood of Kellystown, Dublin 15, in accordance with Key Objective DA 1.1 for the Eastern Development Area of the Kellystown Local Area Plan. The application site measures c. 4.08ha and is generally bounded by Diswellstown Road/ Dr. Troy Bridge to the east, the Royal Canal and the Dublin-Maynooth Railway Line to the north, development consented under An Bord Pleanála Reg. Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3 to the south and residential zoned lands within the Eastern Development Area (DA1) of the Kellystown Local Area Plan.

This site forms part of a wider area subject to the Kellystown Local Area Plan objective of the County Development Plan, for a planned new residential neighborhood. The Kellystown LAP 2021 was adopted in January 2021. The proposed development lies within 'Development Area 1' for early phase development at the eastern end of the LAP lands.

13.6.2 Luttrellstown Gate Phase 2

The subject site is located in the Kellystown LAP, north-west of Block A (which is currently under construction under Reg. Ref. LRD0034/S3) and north of the new Kellystown Link Road under construction as part of the adjacent residential development (ABP-312318-21), west of Porterstown Road, and north of Luttrellstown Road.

13.7 Character and Visibility

Along with the football pitches and associated buildings for St Mochta's Football Club, the site's undeveloped character is that of agricultural lands with extensive residential development to the north and east. The large educational and civic office complex with car parking and playing fields to the south of the lands is a prominent visual presence in the area. The Eastern development parcel lands are screened from the Diswellstown Road by screen planting that was carried out as part of the canal railway overbridge development. These lands are open to views from the south along the new Porterstown Road and from the Annfield residential development to the south. There are glimpse views into the Eastern parcel from the north bound Porterstown Road. Similarly, there are glimpse views westward through the boundary hedgerow into the Central parcel from the Porterstown Road. There are also views into the site from the entrance beside the listed gatekeeper's cottage at the northern end of this road close to the railway crossing. Dense vegetation associated with the Royal Canal / railway embankment screens views into the Central site parcel from the north. Views northwards towards the site from the Luttrellstown Road (L3032) are screened by the dense roadside hedgerow. The photomontage views are based on a visual survey of the site which evaluated the site's visibility from different viewpoints in the surrounding area.

13.8 Receptors



Fig 13-9: Subject Site Receptors

Northern Receptors

Residential estates forming part of Clonsilla lie to the north of the site separated by the Dublin to Maynooth and Dublin to Sligo railway line and the Royal Canal. The dense vegetation associated with the canal and railway line screen views towards the site as can be seen by Photomontage No. 3, 4, 5, 6, 8 & 9 where the natural screening means that for the majority the development is not visible from residential areas to the north of the site.

Western Receptors

Farmland lies to the west of the site with the occasional residence on large sites. Intervening hedgerows screen views eastwards and therefore there would be minimal visual impact from the development proposals on properties to the west of the site as seen by Photomontage No. 10 & 13.

Southern Receptors

The southern receptors include the development currently under construction consented under An Bord Pleanála Reg. Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034/S3, and the schools, offices, golf club and a section of the Annefield development. The golf club is screened from the site by the mature roadside hedgerows. The school to the south of the site will have clear views into the site, however, the roadway separates the school and there is approx. 50m distance between the proposed buildings and the school. The buildings that face on to the development from the Porterstown Link Road particularly those at the road junction will have a visual impact from the proposals particularly at the construction phase. Landscape proposals along the site frontage including tree planting will reduce the visual impact post construction as seen by Photomontages No. 2, 11 & 14.

Eastern Receptors

The Woodbrook development to the east of the site has buildings up to 4 storeys high and western views from the buildings facing onto the Diswellstown Road will be most impacted. The Diswellstown Road rises to cross the railway and canal and the embankments beside the roadway have been heavily planted with trees and understorey which provide screening to west ward views. However, there would be some glimpse views towards the site through the trees in wintertime. Proposed tree planting on the proposed site will reduce the visual impact over time. The small group of dwellings at St Brigid's Close will have views into the site but existing roadside planting and the retained hedgerows to the west will reduce the negative visual impacts as seen by Photomontages No. 7, 12 & 15.

Roads / Railway / Canal

The Porterstown Road (L3035) will be the most visually impacted road by the proposals however the retention of existing boundary hedgerows and the planting of additional trees will help reduce the negative visual impacts. The Diswellstown Road and Porterstown Link Road will also have views of the proposals and there will be negative visual impacts at construction stage. The dense tree planted embankment on the Diswellstown Road overbridge screen views into the site but there would be glimpse views into the site during the winter. The canal towpath is at a slightly lower level than the site and landform and intervening vegetation screens views from the canal direction see Photomontage No. 5, 8 & 9). The railway is similarly screened from the site with vegetated embankments screening views to the south.

13.9 Characteristics of the Development

13.9.1 Summary Descriptions of Development

St Mochta's LRD (Plot 2)

Castlethorn Developments Luttrellstown Limited intends to apply for permission for a development at a site (c. 4.38ha) at lands in the Townland of Porterstown.

The proposed development comprises 302no. residential units in a mix of houses, duplex and apartment units consisting of 62no. 2 storey, 3-bedroom houses and 35no. 3 storey, 4no. 4no. houses; 205no. Duplex / Apartment Units (98no. 1-bed, 88no. 2-bed and 19no. 3-bed) across 4no. blocks comprising: Block D ranging in height from 5-7 storeys accommodating 57no. apartment units; Block E ranging in height from 5-7 storeys accommodating 77no. apartment units; Block F ranging in height from 4-5 storeys accommodating 39no. apartment and duplex units; Duplex Blocks G1, G2, G3 & G4 3 storeys in height accommodating 32no. apartment units; and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

Luttrellstown Gate Phase 2 (Plot 1)

Castlethorn Developments Luttrellstown Limited intends to apply for Permission for a development at a site (c. 3.72ha) at lands in the Townland of Kellystown.

The proposed development comprises 99no. residential units in a mix of houses and duplex units consisting of 71no. 2 storey houses (66no. 3-bedroom and 5no. 4-bedroom), 16no. 3 storey houses (16no. 4-bedroom), 4no. 1-bedroom duplex units and 8no. 2-bedroom duplex units and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including public open space; public lighting; surface car parking spaces; bicycle parking spaces/stores for mid-terrace units; bin stores. The proposed development includes a minor amendment to development permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3, with minor adjustment proposed to the permitted surface water attenuation pond. Vehicular access to the proposed development is provided by the road network permitted under Reg. Ref. ABP-312318-21, as amended by Reg. Ref. LRD0034-S3.

13.10 Potential Impact of the Proposed Development

Given that the existing lands are generally recreational and agricultural in nature, and the proposed development will include some apartment elements up to 5-7 storeys, Porterstown Road and Diswellstown Road where the existing residential blocks at Woodbrook on the opposite corner are at 4 storeys means the development has potential for a level of visual impact. The 8 storey Block A of the development consented under An Bord Pleanála Reg. Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034/S3 which is currently under construction will set a precedence which will mitigate the potential impacts of the proposed development on the subject site. The rest of the development includes one other apartment blocks at 4-5 storeys with duplex units at 3 storeys. The development close to the Royal Canal and the Old Porterstown School are also in a visually sensitive area considering the importance of the canal and its associated ecological and heritage elements While the change from agricultural lands to residential development has the potential to be visually disruptive the retention of existing viable trees and hedgerows will reduce the visual impacts of the development.

13.10.1 Construction Phase

The change of use of the site from its current form to that of a construction site has the potential to result in the following impacts:

- Visual impact due to the introduction of new structures, access roads, machinery, material storage, associated earthworks, car parking, lighting and hoarding.

- Change of character due to the change of use.
- The removal of trees and vegetation.
- Alterations to the entrance routes to facilitate the access of plant and machinery.
- Visual impacts on local roads due to the increase in traffic movements
- Change in ground levels

The construction stage impact tends to be the greatest at the initial 'site disturbance' or 'breaking ground' stage. The adjoining residential developments along Porterstown Road north of the school and the residential areas to the east and schools and offices to the south will be the most impacted from the construction activity. The development will most likely be phased and as one element is completed another will be under construction ensuring that the construction impacts will be lessened. Users of the Porterstown Road will also be impacted but given the small footprint of the site close to the railway line and canal towpath should not be unduly negatively visually impacted by the development.

The ongoing residential construction work to the east of the site could lead to a cumulative impact but given the that areas to the north in Clonsilla and the east in Porterstown have been largely developed it is not expected that any significant construction work will take place close to the site giving rise to a noticeable level of cumulative development.

13.10.2 Operational Phase

The change in use of the site from its current form to that as described in the Summary Descriptions of Development has the potential to result in the following impacts:

- Visual impacts due to the introduction of new building, walls, boundary treatments etc.
- Visual impacts due to the introduction of new roads, lighting and parking.
- Visual impacts due to the introduction of new open spaces and landscape proposals.
- Change of character due to the change in use.

It is considered that given the zoning objectives pertaining to the lands, the fact that the subject lands are located in a residentially 'friendly' area the lands are positioned to somewhat 'expect' a residential scheme of this nature. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.

The visual impact post-construction will be the change from an existing recreational and agricultural use to an extensively constructed low to medium-rise residential development. The change for adjoining residents will therefore be significant but that will be offset to an extent by increased accessibility to the canal through the development lands, the development of the unused site in the centre of a residential area and the use of the additional open space areas proposed for the development.

Given the proposed heights of up to 5-7 storeys, the taller apartment buildings will be visible from a range of directions particularly from the junction of the Porterstown and Diswellstown Roads. The existing nearby residential buildings range from 4 storeys in the Woodbrook Development to the to 3 storeys for the blocks facing the site in the Annfield development will be visually impacted by the development but the impacts would be consistent with emerging building density trends of increased building heights and maximising the use of development lands in a sustainable manner while respecting existing ecological and historical elements in the landscape.

13.11 Visual Impact - Photomontages

16 No. photomontages (Refer to Appendix 13-1) have been prepared to illustrate the physical and visual character of this residential development within its surrounds. The views were taken from publicly accessible places where it was considered that visual impacts could arise, and CGIs were

prepared close to and within the site to demonstrate the appearance of the built elements and landscape treatments. A description of the visual impact from each viewpoint is illustrated below: -

Photomontage View 01	View north from the Kellystown Link Rd / Parent Permission show units.
Existing View	The view north from the Kellystown Link Rd looks into the under construction residential development as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3, towards the subject site. 2 & 3 story residential units line a landscaped streetscape part of which forms the development show units.
Baseline View	The baseline view builds on the existing view to show the completed 2 storey residential units at the end of the street against the boundary with the subject site.
Proposed View	The view shows the outline of the proposed development screened from view by the existing and under construction built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing and under construction built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing and under construction built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing and under construction built environment and vegetation.

Photomontage View 02	View north west from the junction of Porterstown Link Rd and Diswellstown Rd.
Existing View	The view north west from the junction of Porterstown Link Rd and Diswellstown Rd looks towards the subject site. The site hording for the under construction residential development as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3, dominates the middle ground with roadside tree and hedge planting stretching north east along the Porterstown Road. There are partial views into the construction site with the crowns of mature trees visible both behind the site hording and against the skyline. The pitched roof of the Cloncilla National School building can be seen in the distance.
Baseline View	The baseline view shows the completed Block A apartment building which is currently under construction as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3, with the green open space which will be situated along the eastern boundary of the residential area, and associated site infrastructure and soft landscaping.
Proposed View	There are partial views of 1 No. Apartment block, with glimpse views of a 2 nd Apartment block, possible through the existing boundary vegetation along Porterstown Road, and the proposed semi-mature tree planting to the green open space which will act as a screening buffer along the eastern boundary of the residential area. These apartment blocks represent a continuation of the building height and form which will be set by the under-construction Block A apartment building. The remainder of the proposed development on the subject site will be screened from view by the completed Block A apartment building. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent

	with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Impact (Construction Stage)	Neutral, Moderate, Short Term
Impact (Operation Stage)	Neutral, Moderate, Long Term
Impact (Cumulative)	Neutral, Moderate, Long Term

Photomontage View 3a	View west from Porterstown Road Bridge
Existing View	The view west from Porterstown Road bridge looks towards the subject site across the black and yellow painted bridge parapet wall. The vegetation and trees growing on and close to the boundary palisade fence to the rail line provides a thick screen. Two number floodlight columns within the grounds of St Mochta's FC are visible against the skyline. The signal lights and barrier of the eastern part of the railway level crossing can be seen at the edge of the view.
Proposed View	The upper section of the proposed 6 storey north east corner apartment building in the subject site is visible above the existing vegetation and boundary palisade fencing to the rail line. Partial views of the roof line of the residential units proposed at the northern edge of the subject site can be seen through the existing mature trees at the subject site boundary with the rail line, with the remainder of the proposed development screened from view by the existing vegetation and boundary palisade fence to the rail line. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Cumulative View	The DART+ West Railway Order sees the closure of the level crossing at Porterstown to allow for higher frequency electrified DART services to Coolmine and Clonsilla rail stations. This would involve closure of the level crossing at Porterstown Road with the provision of a new pedestrian and cycle crossing infrastructure which can be seen in this cumulative view. It would involve the removal of the existing level crossing infrastructure and some existing trees and vegetation. The view of the residential units proposed at the northern edge of the subject site would be further reduced in this cumulative view. The proposed addition of the DART+ pedestrian and cycle crossing infrastructure represents a fundamentally change resulting in a significant impact on the view location.
Impact (Construction Stage)	Neutral Slight, Moderate, Short Term
Impact (Operation Stage)	Neutral Slight, Moderate, Long Term
Impact (Cumulative Subject Site)	Neutral Slight, Moderate, Long Term
Impact (Cumulative View Location)	Significant, Negative, Medium to Long Term

Photomontage View 3b	View east from Porterstown Road Bridge.
Existing View	The view east from Porterstown Road bridge looks towards the subject site across the black and yellow painted bridge parapet wall. The vegetation and trees growing on and close to the railway palisade fence provides a thick screen. The upper section of the disused level crossing keeper's cottage can be seen at the edge of the view with a

	section of the Royal Canal Way stretching west.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Cumulative View	The DART+ West Railway Order sees the closure of the level crossing at Porterstown to allow for higher frequency electrified DART services to Coolmine and Clonsilla rail stations. This would involve closure of the level crossing at Porterstown Road with the provision of a new pedestrian and cycle crossing infrastructure which can be seen in this cumulative view. The view shows the outline of the proposed development screened from view by the existing and cumulative built environment and vegetation. The proposed addition of the DART+ pedestrian and cycle crossing infrastructure represents a fundamentally change resulting in a significant impact on the view location.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative Subject Site)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative View Location)	Significant, Negative, Medium to Long Term

Photomontage View 4	View from the Village (east) to include Clonsilla School House.
Existing View	The view south from the Village looks towards the subject site with the disused and boarded up Clonsilla School Building dominating the view. The school building sits behind vegetation clad steel / metal fencing with mature trees and scrub forming the boundary with the Royal Canal Way.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.

Photomontage View 5	View south from the canal towpath opposite Molloy Lands, in front of Clonsilla School House
Existing View	The view south from the canal towpath looks towards the subject site which is screened by a thick stand of trees and vegetation lining both sides of the Royal Canal.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation for the most part, with a glimpse of the roof structure of a building unit overlooking the northern edge of the subject site visible through the branches of the trees and vegetation lining the Royal Canal.
Impact (Construction Stage)	An effect not capable of measurement for the most part as the proposed view is screened by the existing built environment and vegetation, with a small percentage resulting in an imperceptible short-term visual impact.
Impact (Operation Stage)	An effect not capable of measurement for the most part as the

	proposed view is screened by the existing built environment and vegetation, with a small percentage resulting in an Imperceptible Neutral long-term visual impact.
Impact (Cumulative)	An effect not capable of measurement for the most part as the proposed view is screened by the existing built environment and vegetation, with a small percentage resulting in an Imperceptible Neutral long-term visual impact.

Photomontage View 6	View from Dr Troy Bridge towards Block A
Existing View	The view west from Dr Troy Bridge towards Block A looks over the bridge parapet with the pitches of St Mochtas FC sitting in the middle ground. The railway stretches west with Scoil Choilm Community National School and the under construction residential development visible in the background. Further west are agricultural fields with associated boundary hedgerows and mature trees against the skyline.
Proposed View	The photomontage provides a broad sweeping view of the proposed development on the subject site. The north east corner apartment block dominates the view with 3 story duplex apartment units, and 2 & 3 storey housing units also visible across the subject site. The extensive green areas along the eastern and northern site boundary of the residential area create a buffer between the residential units and the Diswellstown Overpass and the rail line, which will be planted with semi-mature trees to provide screening and amenity. The completed Block A apartment building which is currently under construction as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3 can be seen in the background to the south. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Cumulative View	The DART+ West Railway Order sees the closure of the level crossing at Porterstown to allow for higher frequency electrified DART services to Coolmine and Clonsilla rail stations. This would involve closure of the level crossing at Porterstown Road with the provision of a new pedestrian and cycle crossing infrastructure, partial views of which can be seen in this cumulative view.
Impact (Construction Stage)	Negative, Moderate, Short Term
Impact (Operation Stage)	Neutral, Moderate, Long Term
Impact (Cumulative)	Neutral, Moderate, Long Term

Photomontage View 7	View west from Riverwood
Existing View	The view west from Riverwood Square Play Area looks towards the subject site under Dr Troy Bridge and across the Porterstown Road. The rear facade of a number of duplex units within the Riverwood development, along with an amenity grass area, play equipment and boundary fencing lead towards the bridge which dominates the view. A construction site car park can be seen at the other side of the bridge in the subject site.
Proposed View	The north east corner apartment block in the subject site is visible in the background along with partial views of the proposed residential buildings overlooking the northern edge of the subject site. The semi-mature tree planting to the green open spaces which will be situated along the eastern and northern boundaries of the residential areas can

	be seen to provide screening against the proposed buildings with the remainder of the proposed development screened from view by the existing Riverwood Square development. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Impact (Construction Stage)	Neutral, Moderate, Short Term
Impact (Operation Stage)	Neutral, Moderate, Long Term
Impact (Cumulative)	Neutral, Moderate, Long Term

Photomontage View 8	View south east from canal towpath to St Mochtas LRD
Existing View	The view south east from the canal towpath to St Mochtas LRD looks towards the subject site. Dense vegetation lining the canal and the rail line dominate the view with post and rail fencing and the bridge parapet wall sitting in the middle ground. A floodlight column with the grounds of St Mochtas FC can be seen in the background with glimpse views of Dr Troy Bridge visible in the distance.
Proposed View	The upper section of the proposed 6 storey north east corner apartment building in the subject site is visible above the existing vegetation and boundary palisade fencing to the rail line. Glimpse views of the roof line of a residential unit proposed at the northern edge of the subject site can be seen through the existing mature trees at the subject site boundary with the rail line, with the remainder of the proposed development screened from view by the existing vegetation and boundary palisade fence to the rail line. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Cumulative View	The DART+ West Railway Order sees the closure of the level crossing at Porterstown to allow for higher frequency electrified DART services to Coolmine and Clonsilla rail stations. This would involve closure of the level crossing at Porterstown Road with the provision of a new pedestrian and cycle crossing infrastructure which can be seen in this cumulative view. The view of the proposed 6 story north east corner apartment building in the subject site would be further reduced in this cumulative view. The proposed addition of the DART+ pedestrian and cycle crossing infrastructure represents a fundamentally change resulting in a profound impact on the view location.
Impact (Construction Stage)	Neutral Slight, Moderate, Short Term
Impact (Operation Stage)	Neutral Slight, Moderate, Long Term
Impact (Cumulative Subject Site)	Neutral Slight, Moderate, Long Term
Impact (Cumulative View Location)	Profound, Negative, Medium to Long Term

Photomontage View 9	View from the canal towpath north from St Mochtas LRD site lands
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Existing View	The view south from the canal towpath looks towards the subject site where a bank of dense vegetation dominates all but the uppermost sections of the view. This last portion of the view shows the base of the palisade fence which forms the boundary to the rail line.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.

Photomontage View 10	View north east from Porterstown Road (Golf Course Maintenance Access Gates)
Existing View	The view north east from Porterstown Road at the golf course maintenance access gates looks towards the subject site which is screened by a roadside stone wall, mature trees and boundary vegetation.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.

Photomontage View 11	View north from the school junction with Porterstown Road
Existing View	The view north from the Scoil Choilm Community National School junction with Porterstown Road looks towards the subject site which is screened by the site hording and construction site infrastructure associated with the under construction residential development as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3. The upper section of the Clonsilla School House is visible amongst the trees and vegetation lining the canal and rail line. Utility poles and telecommunication cables cross the view.
Baseline View	The baseline view shows the completed Block A apartment building and sections of 2 & 3 story residential units as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3, which are currently under construction, along with the proposed vehicular entrance, pedestrian / cycleways and associated site infrastructure, public open space, seating and soft landscaping.
Proposed View	A partial view of the uppermost section of a building unit is visible in the subject site through the boundary vegetation and semi-mature tree planting, with the remainder of the proposed development on the subject site screened from view by the completed Block A apartment building and associated residential units as permitted under Planning Ref. ABP-312318-21 as amended by Reg. Ref. LRD0034-S3.
Impact (Construction Stage)	Neutral, Moderate, Short Term
Impact (Operation Stage)	Neutral, Moderate, Long Term
Impact (Cumulative)	Neutral, Moderate, Long Term

Photomontage View 12	View north west from Woodbrook Court Open Space
Existing View	The view north west from the Woodbrook Court open space looks towards the subject site which is screened by the dense mature woodland strip bounding the Porterstown Road. The communal open space of Woodbrook Court dominates the view with areas of amenity grass, paving, seating and gravel paths. A section of a residential unit within Woodbrook Court is visible at the righthand edge of the view.
Proposed View	The uppermost section of the eastern elevation of an apartment block situated on the eastern edge of the subject site is visible through the existing tree line, with the remainder of the proposed development screened from view by the existing mature boundary vegetation between Woodbrook Court and the Porterstown Road. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Impact (Construction Stage)	Neutral Slight, Moderate, Short Term
Impact (Operation Stage)	Neutral Slight, Moderate, Long Term
Impact (Cumulative)	Neutral Slight, Moderate, Long Term

Photomontage View 13	View south west from the Village
Existing View	The view south west from the Village looks towards the subject site which is screened by the dense woodland strip bounding the Royal Canal and Railway line. The view is dominated by an area of communal open space which is being used a kick about area.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.

Photomontage View 14	View north from Porterstown Road and Porterstown Link Road Junction
Existing View	The view north from Porterstown Road and Porterstown Link Road Junction looks towards the subject site which is screened by the Annfield Crescent residential development and Scoil Choilm Community National School. The Porterstown Road stretched north with boundary stone walls, hedgerows and mature trees lining the carriageway.
Proposed View	The view shows the outline of the proposed development screened from view by the existing built environment and vegetation.
Impact (Construction Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Operation Stage)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.
Impact (Cumulative)	An effect not capable of measurement as the proposed development is screened by the existing built environment and vegetation.

Photomontage View 15	View west from Dr Troy Bridge looking towards Clonsilla School House
Existing View	The view west from Dr Troy Bridge towards Block A looks over the bridge parapet with the pitches of St Mochtas FC sitting in the middle ground. Scoil Choilm Community National School and the under construction residential development are visible in the background. Further west are agricultural fields with associated boundary hedgerows and mature trees against the skyline.
Proposed View	The photomontage provides a broad sweeping view of the proposed development on the subject site. The north east corner apartment block dominates the view with 3 story duplex apartment units, and 2 & 3 storey housing units also visible. The extensive green areas along the eastern and northern site boundary of the residential area create a buffer area between the residential units and the Diswellstown Overpass and the railway line, which will be planted with semi-mature trees to provide screening and amenity. The proposed development is in keeping with the zoning objectives pertaining to the lands and the impacts would be consistent with emerging building trends as regards density, increased building heights and maximising the use of development lands in a sustainable manner. Residential apartment development is a familiar element within the immediate landscape setting to the north, east and south.
Cumulative View	The DART+ West Railway Order sees the closure of the level crossing at Porterstown to allow for higher frequency electrified DART services to Coolmine and Clonsilla rail stations. This would involve closure of the level crossing at Porterstown Road with the provision of a new pedestrian and cycle crossing infrastructure, partial views of which can be seen in this cumulative view.
Impact (Construction Stage)	Negative, Moderate, Short Term
Impact (Operation Stage)	Neutral, Moderate, Long Term
Impact (Cumulative)	Neutral, Moderate, Long Term

13.12 Mitigation Measures (Ameliorative, Remedial or Reductive Measures)

There are a number of measures that have and can be taken to ensure that the impacts of the proposed development are minimised during construction and subsequent occupation.

13.12.1 Design Stage

Consideration of the impact on landscape and visual aspects has been integral in the design and layout of the scheme as the design proceeded. The layout and design of the building's vis a vis the existing adjoining buildings and the inclusion of a significant amount of mature tree planting at the boundaries of the site and within the site are the main considerations in the landscape design process to minimise negative visual impacts.



Fig. 13-10: Landscape proposals for residential scheme at St Mochta's LRD (doyle + o'troithigh)



Fig. 13-11: Landscape proposals for residential scheme at Luttrellstown Gate Phase 2 (doyle + o'troithigh)

A number of mitigation measures have been addressed including:

- The Fingal Co. Co. Green Infrastructure Policies and Objectives for development sites close to Green Corridors and adjoining canals are recognised by maintaining the integrity of the existing landscape elements and the inclusion of significant planting within the scheme.
- Provision of 2 storey development close to the canal and listed building and features.
- Provision of new public open spaces for future interaction of the said and adjoining developments
- The use of high quality hard and soft landscape materials a significant planting of semi mature trees (See Doyle O'Troithigh Landscape Plans & Planting Plans) befitting of a new residential scheme and suitable to the existing landscape
- Integrating the landscape elements of this extensive development into the surrounding built environment and connecting pathways and cycleways for future development to the west.
- Provision of a landscape design compatible with the proposed Royal Canal Greenway Project.

13.12.2 Construction Phase

Appropriate measures will be taken to mitigate' any potentially adverse construction-related effects on immediately adjoining neighbours. Similarly, the schools and offices to the south and east of the site will be impacted by the development works. Operation of a well-managed organised and planned construction site, with adequate control of construction traffic and working activity, is key to avoiding or minimising impact. A preliminary Construction Management Plan (CMP) is being submitted with the planning application, which details construction management measures during the construction phase. Other measures shall include:

- Adequate measures to retain and protect existing trees and adjoining hedgerow / street trees (See The Tree File Ltd Tree Impact, Constraints, and Protection Plans) including the provision of hoarding / tree protection fencing where there could be damage from delivery vehicles or site vehicles.
- Use of hoarding for screening works and higher-level webbing on scaffolding to prevent materials falling from a height endangering road and footpath users close to the site.
- Directing site lighting away from surrounding properties
- Phasing development to reduce impacts on adjoining residential properties.

13.12.3 Operational Phase

Consistent and effective maintenance of hard and soft landscape areas, (in particular entrance areas, open space area and boulevards) together with quality site and building management are key to avoiding or minimising negative landscape and visual impacts arising from the operation of the proposed development.

The design and layout of the proposed open space is considered appropriate in terms of its character, zoning and context. The proposed scheme (Refer to Figure 13-10 & 13-11) includes for a series of measures that will ensure a long-term positive impact, as follows: -

- **Public Open Space**

The linear park to the Eastern boundary of the site development lands has been designed as the primary area of public open space. The park design has been informed by surface SUDS

measures, connections with adjoining developments and the continuation of the pedestrian and cycle way from the Block A development. The designed park is a series of pockets of four open space lawn areas which provide potential for passive and active recreation for the residents. These pockets are framed by small areas of woodland planting into which social seating spaces have been developed. These social spaces provide direct supervision to each lawn pocket with the surrounding pathway network and residential units providing passive supervision to each lawn pocket.

- **Dr Troy Bridge Underpass**

The use of the dead space beneath the Dr Troy bridge overpass is important to the development of the site lands and to the enhancement of a space which if not developed as part of this scheme could remain unemployed and vacant.

The use of this vacant ground as an amenity area will provide an area of active recreation which is protected from the elements yet open to passive supervision. The proposal is for the development of the underpass ground plane into three distinct areas.

- **Communal Open Space**

The communal open spaces provided as part of the Apartment Blocks have been designed as garden spaces with the focus on passive recreation and the development of areas of landscape which reflect private garden design and use.

- **Streetscape**

All streets across the development have been designed to include islands of planting and tree planting set regularly across the street carparking. With larger pools of pollinator planting to create area of biodiversity across the site to encourage and develop a green infrastructure network, connecting the site internally and to the wider environment.

13.13 Residual Impact of the Proposed Development

The predicted negative impacts as shown in photomontages 6 & 15 are primarily short term at the construction stage where the land is transformed from recreational and agricultural use into a medium density residential area. The existing publicly accessible development to the south and east of the site provides the context into which the development is set and where it will be visually integrated with the existing landscape. The green fields to the west are zoned Residential and Open Space and will most likely be developed into residential and open space areas over time. The photomontages 3, 4, 5, 8, 9, 10, 13 & 14 show that the proposed development is effectively screened by existing vegetation and buildings to the north, west and south and therefore the negative visual impacts are restricted to a relatively small area albeit the areas where there is existing residential development, educational facilities and busy roads. The mitigating factors include the retention of trees and hedgerows particularly on the western edge of the site but also on the Porterstown Road. The increase in density allows for the provision of enhanced open space. It is considered that the proposed development is in accordance with the various landscape and visual objectives, policies and land use zonings pertaining to the site and as set out in the Fingal County Development Plan Objectives relating to Kellystown.

13.14 Cumulative Impact

The area to the north of the site associated with the neighbourhood of Clonsilla is fully developed with only small-scale developments proposed. The lands to the west are in the Kellystown LAP Area and it will be some time before they are developed. The lands around Luttrellstown Castle and Luttrellstown

and Castleknock Golf Clubs are unlikely to be developed in the future. The area to the east of the site is at Annefield and Woodbrook are fully developed. There is ongoing residential development to the east of the Diswellstown overbridge, but it is likely that this will be largely complete in the near future. It is therefore considered that there is little likelihood of cumulative development occurring close to the subject lands.

13.15 Monitoring

13.15.1 Construction Stage

As the construction works are undertaken the landscape works proposed to mitigate the visual impact of the development will be monitored to ensure that these works are undertaken correctly to ensure that the proposed mitigation measures are executed as part of the construction works.

13.15.2 Operational Stage

Soft landscape works will be monitored to check establishment during the first 12 months post-planting. Plant failure during this defect's liability period shall be replaced within the following planting season (i.e., November to March) as necessary.

Aftercare to a high standard of both hard and soft landscape elements throughout the scheme will form part of the annual management/maintenance programme which shall be adopted as part of the scheme.

Regular monitoring of existing trees on site shall be carried out as necessary to ensure the tree stand is largely maintained. The ongoing monitoring shall identify trees which will require surgery works/potential removal which will be essential for the ongoing duty of care associated with the site. Paving will also require ongoing maintenance with the high level of through pedestrian traffic linking the various parts of the site.

13.15.3 Cumulative

Construction Stage

The cumulative impact is considered as a Neutral / Moderate impact

Operational Stage

The cumulative impact is considered as a Neutral / Moderate impact