

## 12 Landscape and Visual Impact Assessment

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## 12.1 Introduction

This chapter of the EIAR has been prepared by Mitchell + Associates Landscape Architects

Mitchell + Associates was engaged by Cornel Living Ltd. to prepare a Landscape and Visual Impact Assessment (LVIA) for the Build-to Rent development 468 no. residential units and associated facilities on a site located between the N11 Stillorgan Road and Old Bray Road, Cornelscourt, Co. Dublin. This LVIA summarises the impact of the proposed development on the landscape character and visual amenity of the site and on the contiguous urban landscape and its environs. It describes the landscape character of the subject site and its hinterland, together with the visibility of the site from significant viewpoints in the locality. It includes an outline of the methodology utilised to assess the impacts, descriptions of the receiving environment (baseline) and of the potential impacts of the development. Mitigation measures introduced to ameliorate or offset impacts are outlined and the resultant predicted (residual) impacts are assessed.

The views assessed are enclosed with the application documentation and have been prepared by Modelworks.



Figure 12.1 - Subject Site (red outline)



Fig.12.2 Site location and context

This report should be read with reference to the verified photomontages produced by Modelworks Media Ltd., which are included in a separate A3 report accompanying the submission. It should also be read in conjunction with the Architectural Design Report Statement prepared by Henry J Lyons Architects which also accompanies the submission.

## 12.2 Methodology

### Introduction

This assessment was carried out between January 2019 and October 2019. It takes account of the capacity of the existing site and environs to accommodate the proposed development, the sensitivities involved and it assesses its impacts upon the broader existing urban landscape. This Landscape and Visual Impact Assessment (LVIA) includes consideration of two main aspects:

- Landscape Character Impact – the assessment of effects on the character of the landscape arising from the insertion of the proposed development into the existing landscape context. This ‘landscape’ aspect is relatively subjective and can be described broadly as the human, social and cultural experience of one’s surroundings. These combined impacts will elicit responses whose significance will be partially dependent on how people perceive a particular landscape and how much the changes will matter in relation to other senses as experienced and valued by those concerned. Despite the extremely large part played by our visual experience in forming our views on landscape, one’s perception and indeed memory also play an important part if the changes brought about in landscape character are to be fully understood. It follows therefore that different people doing different things will experience the surrounding landscape in different ways. Such sensitivities and variations in response, including where and when they are likely to occur, are taken into consideration in the assessment.
- Visual Impact – an appraisal of effects of the proposed development on the visual environment and visual amenity as evidenced by the comparison of baseline (existing) images and photomontages illustrating the proposed development in context. This second aspect is somewhat less subjective in that direct ‘before and after’ comparisons can be made. Visual impact occurs by means of visual intrusion and/or visual obstruction and the distance between subject and viewpoint has a bearing on the scale of such impact.

It is appropriate that aspects of architectural context and design approach are addressed when assessing the impact of proposed building development on the landscape, particularly so in an urban context. In this regard, the main aspects of the architectural design rationale and the specific architectural responses to the site and context are referred to within this report.

The standard evaluation methodology used in the preparation of the Landscape and Visual Impact Assessment (LVIA) for inclusion within an Environmental Impact Assessment Report (EIAR) is utilised for this report. The evaluation methodology is therefore based on the following:

- ‘Guidelines on the information to be contained in Environmental Impact Statements’ - Environmental Protection Agency (EPA) 2002.
- ‘Advice Notes on Current Practice in the preparation of Environmental Impact Statements’ - Environmental Protection Agency (EPA), September 2003.
- ‘Guidelines for Landscape and Visual Impact Assessment’, prepared by the Landscape Institute and the Institute of Environmental Assessment, published by Routledge, 3rd Edition 2013.
- Reference is also made to the DRAFT ‘Revised guidelines on the information to be contained in Environmental Impact Statements’ - Environmental Protection Agency (EPA), September 2015 and to the DRAFT ‘Guidelines on the information to be contained in Environmental Impact Assessment Reports’ - Environmental Protection Agency (EPA), August 2017
- Reference is also made to the ‘Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment’ (August 2018) - Department of Housing, Planning and Local Government.

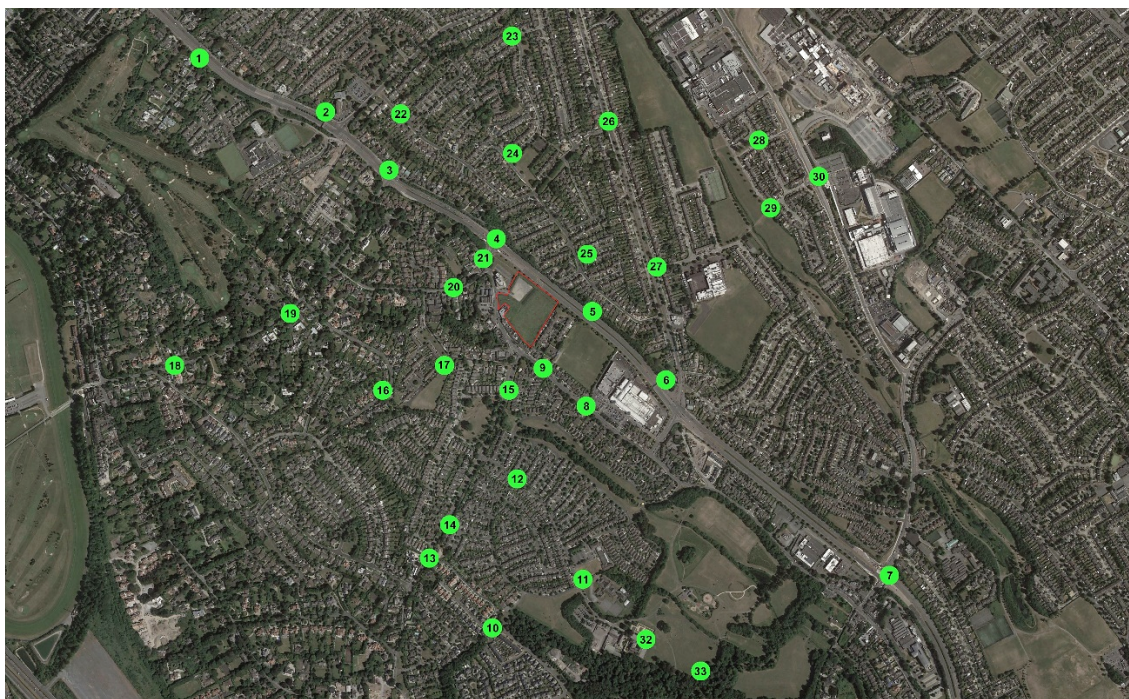


This Landscape and Visual Impact Assessment involved:

- Visiting the area in February, May and October 2019 including preparation of a photographic record of the main landscape features;
- Undertaking a desk study of the subject site and its immediate environs in relation to its local and broader significance using the information gathered from the site visits, studying aerial photography, historic and Ordnance Survey mapping;
- Establishing and describing the receiving environment in terms of the existing urban landscape and its visual amenity;
- Assessing the nature, scale and quality of the proposed development through examination of the design team’s drawings, illustrations and descriptions of the proposed scheme;
- Assessing potential viewpoints, choosing and agreeing those which could be considered most important and most representative in terms of visual impact; and
- Assessing the landscape and visual impacts of the proposed development through consideration and interpretation of the prepared photomontages.

### **Selection of Views**

In order to provide a full and detailed appraisal of the proposal, 33 viewpoints were identified and selected for photomontage preparation. The views were chosen to accurately represent the likely visual impact from a variety of viewpoints and directions around the subject site. These views have been included within the planning application documentation (submission from Modelworks) and are now assessed in this chapter.



*Fig. 12.3 - Selected viewpoints*

In accordance with the guidelines, views from the public domain were given priority, particularly those from main thoroughfares and public places. The viewpoints chosen are considered to be the most important and representative, having regard to the requirement to examine the likely significant impacts. A location map of the final selected viewpoints is illustrated in Figure 12.3 (above) and is also included with the photomontages in the A3 document included in the submission. The process of view selection paid particular regard to Dun Laoghaire-Rathdown County Council’s policies in respect of views and prospects as set out in the County Development Plan 2016 - 2022.

The initial photomontages prepared are also used to assess the preliminary design and to inform the design team of any advisable amendments – this is an iterative process and offers an opportunity for



the design team to adjust the design or for the location of viewpoints to be adjusted to be sure of illustrating maximum impact.

The guidance on viewpoint selection and baseline photography requires that the proposed development is considered in context and that photomontages used to illustrate the proposed development include sufficient landscape context for proper assessment.

### **Photomontage Methodology**

The primary method adopted for Visual Impact Assessment relies largely on a comparative visual technique, whereby accurate photomontages, incorporating the proposed development are compared to the existing corresponding baseline photograph so that an assessment of impact can be made. These 'before' and 'after' images are prepared for a number of selected viewpoints. A general methodology for the preparation of photomontages, including site photography, 3D computer modelling and rendering of views, is outlined in Appendix 12.1 of this document, however the specific detailed methodology employed by Modelworks Media Ltd. for this project is described in their original A3 photomontage document.

### **Methodology for Rating of Impacts**

An assessment is made in respect of the significance, scale and magnitude of predicted impacts which is set against an assessment of the quality/sensitivity of the impact. For each view, the scale/magnitude of impact is related to the simple quantum of change within the field of view and to the nature and sensitivity of such change in respect of the respective receptors, in the context of the existing (receiving) environment. Therefore, whilst the significance or scale of impact may range from 'imperceptible' to 'profound' and these may in part be related to distance and proximity, it should be remembered that the nature of the change and the sensitivities of the viewers also play a part in this aspect of assessment for each view.

This latter issue of sensitivity can however create emotive responses that often have little or no regard for the appropriateness and/or design of the proposal; however the assessment needs to be considered in that context. In such cases, issues of appropriateness and design quality become more influential in the assessment of impact and the appraisal of the designed scheme. The subtleties of design and detail in such circumstances are important in mitigating potentially negative impacts and ultimately, in determining appropriateness. It should also be remembered that the impact of the proposed development is assessed in terms of its current context.

The quality of impact can be assessed as 'positive' or 'negative' depending on whether the change is considered to improve or reduce the quality of the landscape character or visual environment. The quality of impact may also be assessed as 'neutral' if the quality of the environment is unaffected. The assessment of quality in particular, needs to consider and weigh-up a range of issues and potentially conflicting standpoints. The nature of the proposed change, its context, appropriateness, quality of design and the sensitivities of the viewers are all important considerations for this aspect of assessment.

The duration of impact is a third aspect of assessment to be considered and impacts may range from temporary to permanent. In this case, the proposed development has a design life probably exceeding 60 years and so its impact is likely to be long term to permanent. The temporary/short term impacts during the construction of the proposed development are also considered in this appraisal.

The significance criteria used for landscape and visual assessment are based on those given in the EPA 'Guidelines on the information to be contained in Environmental Impact Statements', 2002, (Section 5 Glossary of Impacts) as refined by the Draft 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), August 2017. These are outlined in Appendix 12.2.

## 12.3 Description of Receiving Environment

### Site Location and Landscape Context

The site for the proposed development is located on a piece of open, unused ground (approx. 2.14 ha.) at the northern end of a long island created between the Old Bray Road and the N11 when it was constructed in the 1970's. The N11 effectively by-passes the village of Cornelscourt which sits astride the Old Bray Road to the west of the site. Cornelscourt village is still a viable, indeed vibrant mix of smaller scale shops, cafes/restaurants, offices etc., serving the local needs of the substantial residential areas around it. These are characteristically populated by 2-storey detached and semi-detached family homes in a range of styles and finishes, generally with front and rear gardens. Beyond the village of Cornelscourt to the west and north lies the leafy residential area of Foxrock. To the north and east, across the N11 (and its substantial fringe of tree planting), the Beech Park and South Park housing areas extend as far as Kill Lane and the Clonkeen Road. To the south, either side of the Cornelscourt Hill Road, the residential areas of Gort Na Mona and the Glen rise up through Hainault and Sycamore, towards the Brennanstown Road and the M50 beyond.

The site is located on the southern side of the Stillorgan Road (N11), located some 100 metres east of its junction with the Old Bray Road. The northern edge of the site abuts the Stillorgan Road with an existing steel palisade fence securing the boundary. To the west sits the AIB bank, a contemporary 3-storey office block with its surface car park to the rear (towards the N11) - its boundary with the subject site is marked by a post and mesh fence. To the east the rear gardens of the quiet residential cul-de-sac of Willow Grove (2-storey, detached and semi-detached homes in varying styles and finishes) back onto the subject site. To the west lies the village of Cornelscourt which is characterised by a range of mixed-uses occupying a varied range of building styles and scales along each side of the Old Bray Road. Along the eastern edge of the road, at the northern end, the site runs up to the back of the Old Bray Road footpath (between the AIB bank and the petrol station) - the site is overgrown with rank grasses and weed species at this location. To the south of this, the properties backing onto the site include: the petrol station (at the northern end) which indents deeply into the subject site; a 2-storey food outlet and then a row of 13 very small single-storey cottages, mostly with rear extensions (some of which are 2-storey). This row of cottages is a characteristic feature of the village extending approx. 110 metres along the Old Bray Road to just short of Willow Grove at its southern end.

### Planning Context

The Dun Laoghaire Rathdown County Development Plan 2016-2022 indicates the subject site as having the zoning objective A – 'to protect and/or improve residential amenity'. This is a common zoning in and around the site (see Figure 12.4 below, areas shaded pale yellow). The village of Cornelscourt fringing the site along its western edge is generally zoned Objective NC – 'to protect, provide for and/or improve mixed-use neighbourhood centre facilities' (see Figure 12.4 below, areas shaded brown).

There is an objective 'to protect and preserve trees and woodlands' in several areas beyond the site – primarily to its north-west and south-east.

There are two protected structures in the vicinity of the site, the nearest being Cornelscourt House located some 300 metres north-west of the site and the building now occupied by Foxrock Nursing Home (both coloured orange on the extract of the County Development Plan). Neither has a clear view south-eastwards towards the proposed development, due to the density of intervening mature trees.

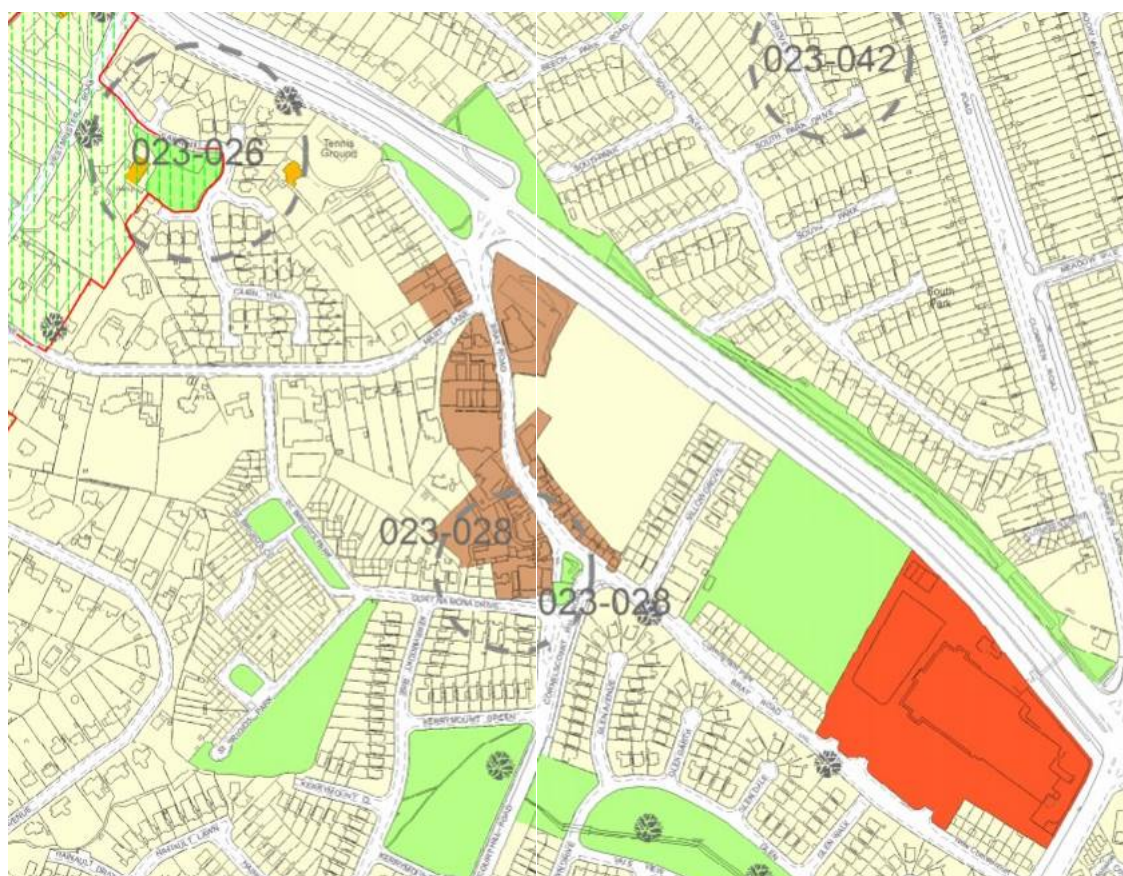


Fig. 12.4 Extracts from Maps 6 and 7, Dun Laoghaire Rathdown County Development Plan 2016-2022

There are no preserved Views or Prospects in the vicinity of the site, however a view from Killiney Hill, a preserved Prospect some 3.5 km distant to the east, was included in the selected views (View 31 in the verified photomontage document prepared by Modelworks Media Ltd), which is included separately with the submission.

## 12.4 Characteristics of the Proposed Development

### Introduction

A comprehensive description of the design for the proposed building is contained in the Architectural Design Statement prepared by Henry J Lyons Architects. Please refer also to the design layout drawings and sections included with the application.

### Proposed development

The current proposal provides for a Build to Rent development consisting:

- 468 residential units (452 apartments and 16 houses) as follow:
  - 41 no. studio apartment units,
  - 257 no. 1 bed apartment units,
  - 136 no. 2 bed apartment units;
  - 18 no. 3 bed apartment units;
  - 10 no. 3 bed semi-detached house units; and
  - 6 no. 1 bed bungalow units.
- A café / restaurant of c. 140 sq m; office space of 149 sq m; concierge of c. 149 sq m; and a residential tenant amenity space of c. 458 sq m is also proposed.



- 274 Car Parking Spaces (273 at basement level and 1 at surface level)
- 12 Motor Cycle Spaces
- 616 Bicycle Parking Spaces
- Public Open Space
- Vehicular Access
- Basement Areas
- Sub Stations and 3 Switch Rooms
- All Associated Site Development Works



Figure 12.5 - Proposed Heights across the Site

## 12.5 Potential Impacts of the Proposed Development

The purpose of this section of the report is to describe the potential effects of such proposed development upon the visual and landscape aspects of the immediate area, and further afield, where relevant - at both construction and operational stages. The effect of such changes may of course be positive or negative. Effects can also be short or long term; temporary or permanent.

### Construction Phase

Potential visual impacts during the construction phase are related to temporary works, site activity, and vehicular movement within and around the subject site. Vehicular movement may increase in the immediate area, and temporary vertical elements such as cranes, scaffolding, site fencing/hoarding, gates, plant and machinery etc., will be required and put in place. All construction impacts will be temporary to short-term, and may include the following:

- Site preparation works and operations
- Site excavations and earthworks
- Site infrastructure and vehicular access
- Construction traffic, dust and other emissions
- Temporary fencing/hoardings
- Temporary site lighting
- Temporary site buildings (including office accommodation)
- Cranes, crash deck and scaffolding
- Piling

### Operational Phase

A broad range of potential effects may emanate from any built development and impact upon its setting in terms of the existing landscape and visual environment. Such effects may be positive or negative and both landscape and visual amenity can be affected. The height, scale and massing of the proposed development is substantial and in its context could potentially be discordant in a generally lower scale building context. The relatively high number of selected views (33no.) reflects the potential for greater impact in this respect. The potential for visual intrusion or blocking of views also needs to be assessed. Conversely, appropriate design for a logical and appropriate growth and expansion of Cornelscourt may also bring positive landscape benefits for the village including: improved connectivity and permeability (through to the N11); improved continuity of an active interface along the Old Bray Road; improved enclosure and shielding of the village from the busy N11 road and; the potential for a positive landmark building and reference point for the village in its broader setting.

The importance of design quality in the process of urban renewal and inserting new buildings into the urban fabric should not be underestimated. Good design in such circumstances is a rigorous process involving: a deep understanding of the site, its context and existing sensitivities; testing of the range of appropriate design options; a broad knowledge of suitable design approaches and; the ability to convert these through careful detailing, materials selection and effective control throughout the construction process. These aspects of design are central to successful and appropriate integration of new development within its context. Any development has the potential to impact negatively, if poorly designed. Conversely it has the potential to impact positively, indeed to inspire, if well-designed.

Many aspects of the proposed scheme design are included specifically to respond to such issues and any associated concerns. The basic design approach and specific mitigation measures employed to address potentially sensitive contextual issues and to respect and enhance the local environs are outlined in Section 12.6 Mitigation, below.

## 12.6 Potential Cumulative Impacts

### Introduction

Current guidelines suggest that a determination should be made as to whether cumulative effects are likely to occur – these are outlined in the current GLVIA guidelines (3rd edition) as ‘additional effects caused by the proposed development when considered in conjunction with other proposed developments of the same or different types’. It has become accepted practice that such a determination generally needs to be made as to whether any likely pending or permitted development of a similar nature will have any bearing on the assessment of the proposed development and this is subject to the assessor’s judgement in the matter.

### Cumulative effects related to the proposed development

There are no relevant developments in the vicinity which are considered likely to create cumulative effects in this instance.

## 12.7 Do Nothing Scenario

If the proposed development were not to proceed, the site would presumably (in terms of its landscape/townscape impact), remain in its present form for a period.

## 12.8 Risks to Human Health

Not applicable

## 12.9 Mitigation (remedial/reductive measures)

### Construction Phase

The building site including a site compound with site offices, site security fencing, scaffolding and temporary works will be visible during the construction phase. The provision of site hoarding along the property boundaries will substantially address many potential effects of construction operations during the delivery stage. Construction cranes and of course, the emerging buildings will become visible from neighbouring properties and also from a number of more distant vantage points as the development proceeds. The cranes and site facilities are generally viewed as a temporary and unavoidable feature of construction, particularly in urban settings. Mitigation measures proposed during the construction stage of the development, revolve primarily around the implementation of appropriate site management procedures during the construction works – such as the control of lighting, storage of materials, placement of compounds, control of vehicular access, and effective dust and dirt control measures, etc. The Preliminary Construction Management Plan for the project (prepared by DBFL) included with this submission, sets out the basic measures to be employed in order to mitigate potential negative effects during construction. This is a working document which is refined and added to as the project proceeds.

### Operational Phase

The designed scheme seeks to harmonise and integrate the development within the existing landscape and the broader urban environment whilst adhering to national planning policy which seeks the densification and the provision of increased height on appropriate urban sites. The design rationale and detail employed, seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by:

- Establishing an integrated relationship between the proposed development and surrounding buildings and the broader urban landscape beyond, incorporating aspects of current and emerging trends in built-form, scale, texturing, colour and materials;



- The insertion, positioning and detailed modelling of the buildings, in order to assist in the appropriate visual assimilation of their mass (eg. the taller built elements are located along the Stillorgan Road which is itself of larger scale and the proposed buildings closer to existing residential properties are lower in height);
- Appropriate architectural detailing to assist in the integration of the external building facades – including the modulation of openings, balconies and fenestration;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation internally within building envelopes (as far as practically possible);
- Simplification and rationalisation of the proposed roof lines;
- Use of appropriate materials;
- The provision of significant additional communal and public space with pedestrian and cycle linkage with the Stillorgan Road and Cornelscourt village;
- The inclusion of a considered relationship between the buildings and the adjacent newly created communal space which includes semi-private buffering where appropriate between external and internal living areas at ‘ground’ level;
- The provision of communal/public uses within the development, in order to facilitate public access and permeability and to assist in activating public spaces.

## 12.10 Predicted Impacts of the Proposed Development

The proposed development will impact on the landscape character to varying degrees in terms of its perceived nature and scale. These effects are tempered and conditioned by sensitivities associated with the receptor. The duration of such impacts is however determined by the design life of the proposed development. In this case the building development has a design life of up to 60 years. Impacts on landscape character are therefore deemed to be of long-term duration in this instance.

In assessing the landscape character impacts, there are three main inter-related aspects to be addressed in considering the development proposals, namely:

- The perceived character of the area – how it is affected by the proposal
- Effects of the proposed development on social and cultural amenity
- The proposed views of the development, relative to the existing site (outlined in section 12.8.2) and the associated impact on visual amenity.

### Construction Phase

Initially the erection of site fencing/hoarding will be completed with site safety and security incorporated, site access points established and site accommodation units placed. Vehicle movements into and out of the site for construction purposes will be accommodated only via the approved construction access. Early in the construction period, earthworks, excavations for the basement and building foundations will commence. Removal and/or storage of excavated materials from site and the delivery of construction materials will generate increased traffic within, to and from the site.

As construction progresses over the construction period, visual impacts will vary, with the on-going business of construction - delivery and storage of materials, the erection of the buildings, etc. Mitigation measures are proposed as per Section 12.6 ‘Mitigation (remedial/reductive measures)’ to minimise the impact of the construction works on the site environs.

The **visual effects** over the construction of the development will vary from **moderate and neutral to moderate and negative**, depending on one’s location, the stage of construction, and the intensity of site activity. These effects will be of **short-term** duration.

## Operational Phase

### a. Impact on the perceived character of the area and on social and cultural amenity

Whilst the term 'landscape character' is generally held to involve more than simply appearances, there is little doubt that a place's visual qualities contribute most to its character and this is particularly so for visitors to the area, whose experience is generally a relatively fleeting one. One might surmise that the current character of the existing subject site may be perceived largely by local people as a 'derelict' site abutting the main road through the village, framed between the AIB bank and the petrol station and running down to the N11 Stillorgan Road.

It could be expected that the completion of any proposed development on this derelict urban site might be perceived to improve the appearance of the site, its relationship with its immediate neighbours and the area immediately around it, simply as a consequence of removing the derelict gap. However, the final development will be judged ultimately on its relationship with the village, its finished appearance and the impact of time, use and the elements upon it. The proposed development is well-researched and will provide a substantial volume of living accommodation within a relatively small space, complete with a range of associated recreational and social facilities and communal landscaped external spaces - a living environment of high quality which is both sustainable and durable. The scheme itself is designed in a manner which is respectful of its broader urban context and of the design details and fabric that sustain it. Whilst the higher rise elements of the scheme clearly contrast with its surrounding built context, it forms one of a series of higher rise elements already built, permitted or planned along the Stillorgan Road, signalling through its landmark scale, the location of Cornelscourt village on this main route into Dublin city. The development provides for public permeability into and through the site. The proposed development includes proposals to provide a significant quantum of new specimen trees throughout the scheme, to assist in the early integration of the new development into its existing context. In terms of its effects on landscape character and social and cultural amenity, it will provide moderate positive effects, which will be long term.

### b. Predicted Visual Impact of the Proposed Development

The assessment of visual effects likely to be created by the proposed development is determined through the comparison of 'before' and 'after' photomontages – it is therefore, perhaps, a little less subjective than the assessment of effects on landscape character. It too is inevitably influenced to some extent by the standpoint of the viewer (the receptor).

The existing view from each viewpoint is shown together with the proposed development as seen from the same viewpoint. The red line that appears on some of the proposed photomontages indicates the location and profile of the new development in the background, which in such cases is largely screened from view by intervening buildings, vegetation or topography.

Because the design life of the proposed development is up to 60 years, the duration of predicted **visual effects** is assessed as **long term**, as is the case for predicted landscape character impacts.

The assessment of visual impacts through the use of comparative photomontages serves to identify impacts upon the visual environment. The photomontages are important in illustrating the impact of the proposed scheme from sensitive and protected views. In this instance, they also serve to support and illustrate an aspect of the landscape character impact assessment.

It is important to remember that while photomontages are a useful tool in illustrating comparative visual impact, they are recognised as having their limitations and potential dangers. The guidelines for their use in assessment clearly advocate their use in the context of a site visit to the viewpoint locations and point out that photomontages alone should not be expected to capture or reflect the complexity underlying the visual experience (refer to the GLVIA, 3rd Edition and the Landscape Institute's Advice Note 01/11).

### **Assessment of views**

The 33 views selected are from a range of locations around the subject site in order to provide a representative selection of verified photomontages illustrating the views which are potentially most impactful. The existing (baseline) and proposed images are contained in a separate A3 document with the submission. The numbered viewpoint locations are illustrated in the selected viewpoint map (Figure 12.3).

#### **View 1 – Existing View**

This view is taken from a location at the junction of the N11 Stillorgan Road and Knocksinna, approx. 1 km distant from the site, looking south-eastwards. The view is dominated by the broad dual-carriageway which is bounded on either side by stone walls and garden planting defining the boundary between the road and individual residential properties beyond.

#### **View 1 – Proposed View**

The proposed development will not be visible from this viewpoint. The red line indicates the profile of the proposed development.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 2 – Existing View**

This view is taken from the pedestrian footbridge crossing the N11 Stillorgan Road, approx. 750 metres west of the site, near the junction with Kill Lane. The distinctive tall conifer trees (the subject site lies beyond), form a focus and visual stop on the alignment of the road, however they are distant and the busy trafficked junction in the foreground dominates the view.

#### **View 2 – Proposed View**

The taller 12-storey part of the proposed development is visible on the skyline in the distance. Its simple clean-edged form, perhaps surprisingly, sits well in composition with the tall conifers. At this overall distance one does not easily discern the distance between these two elements, so the trees which are some 270 metres closer, create the visual effect of diminishing the apparent scale of the building behind.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 3 – Existing View**

This view is taken from the junction of the N11 Stillorgan Road with Westminster Road, nearly 500m distant from the subject site, looking south-eastwards. Whilst the view is totally dominated by the road surface and markings, the distinctive tall evergreen conifers on the skyline are a positive landmark feature and a reference point in the view.

#### **View 3 – Proposed View**

The red line marks the outer profile of the proposed development. Building A (8-12 storeys) will be just visible as a darker mass through the lower deciduous trees in winter but will be virtually imperceptible otherwise and will not affect the appearance of the distinctive conifers or their silhouette landmark quality.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 4 – Existing View**

This view is taken from the N11 Stillorgan Road, approx. 125m distant from the subject site at the Old Bray Road junction, looking south-eastwards. To the right of view, the Old Bray Road leads to Cornelscourt village with its older (white) 2-storey shop units and the larger dark mass of the bank, right of centre. The bank car park sits in front of it and a grassy open space leads down to the N11 (left of centre) - this is a broad road, the edges of which are marked by the tall, regularly-spaced lighting columns on each side. Beyond in the distance, lies the existing residential development and associated tree and hedge planting.



This view encapsulates the discordance created by constructing the dual-carriageway so close to the village, by-passing it but at the same time connecting the roads - without much further design consideration. The size of the road, so close to the village creates a serious discordance of scale. The village connects with the road but also feels exposed to it – the existing relationship between the two is ill-considered and rather poor. The more recent addition of the bank stands somewhat monolithic, isolated and unrelated to the village.

#### **View 4 – Proposed View**

The introduction of the larger scale buildings of the proposed development at first appear to be in stark contrast with the scale of the buildings around them. Standing at 12 storeys, Building A is the dominant element with its related structures stepping down and away from it, along the edge of the N11 to the left and towards the village to the right. The ensemble makes a fairly bold statement which offers an appropriately scaled and much more solid edge along the dual-carriageway for the village, as well as creating an acceptable scale transition between the road and the village itself. The previously isolated bank now appears to form part of a more homogeneous composition. The proposed buildings also provide a landmark quality, identifying the location of the village along the N11, which is currently and unfortunately, absent. The mid tones of the building structure and the lighter, angled glazing of the main facades provide a simple and playful articulation which assists greatly in reducing the apparent mass of the building. The sub-division of the main building blocks and their stepping down also alleviate in this regard. The disposition of the main built elements at their proposed heights also go some way to addressing the existing uncomfortable scale contrast between the dual carriageway and the village.

The visual effects of the proposed development on this view will be **significant and positive**.

#### **View 5 – Existing View**

This view is from the N11 Stillorgan Road at a location approx. 120 metres to the east of the site, looking westwards. Being located on the southbound carriageway and looking west, this is not strictly speaking a common view. However, this angle of view maximises the potential visual impact of the scheme from this rather near location. The long straight alignment of the road, its markings, the roadside lighting columns and the hedge in the central median, all lead the eye to a distant focus and they visually dominate in this configuration. The Willow Grove housing, roadside trees and the AIB bank are scarcely noticed.

#### **View 5 – Proposed View**

The taller three blocks of the proposed development, Blocks A, B and C (at 12 storeys, 9 storeys and 7 storeys respectively) are clearly visible in the centre of view. They present an interesting gradual tiered arrangement from this angle which also squares up to the adjacent dual carriageway, which is itself (including the lighting columns), of matching large scale. The lower smaller-scale elements of the proposed scheme are effectively not visible behind the Willow Grove residential properties (left of centre) or are not noticed in the view, thereby giving the impression of a substantially smaller volume of development than is actually proposed. The visible blocks have distinct landmark qualities in this context yet are not over-scaled or over-bearing. At the very least they represent an interesting visual incident on this rather mundane part of one's morning commute.

The visual effects of the proposed development on this view will be **moderate and positive**.

#### **View 6 – Existing View**

This is a view from the pedestrian footbridge crossing the N11 Stillorgan Road at the Cornelscourt Shopping Centre. The broad dual carriageway below and its traffic dominate the foreground of the view. One is not particularly aware of much beyond, other than perhaps one's destination, the Shopping Centre, to the left of view. Not even the significant conifers way in the distance can grab much attention.

#### **View 6 – Proposed View**

The proposed development is seen in this view as a fairly substantial new built element, almost located as if to explain the bend in the road. If one concentrates on the arrangement of new buildings (which will be unlikely for most using this bridge), it emerges that the blocks are not insubstantial. However the rising tiered arrangement of the blocks and the continuation of the lower elements

towards the left of view exert an influence in reducing the overall apparent scale in the view. At this distance, the development also occupies a small proportion of the field of view.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 7 – Existing View**

This view is taken from the pedestrian footbridge over the N11 Stillorgan Road just east of the junction with the Johnstown Road at Cabinteely, approx. 1.3km distant from the subject site. The existing view is dominated by the main road junction and the plethora of discordant road elements including various road surfaces; columns and poles; fences and railings etc.

#### **View 7 – Proposed View**

The proposed development is just visible on the horizon in the centre of view. Whilst the proposed development will be visible away in the distance and this will be accentuated by its breaking the skyline and its alignment with the road, it will nevertheless be one very small element within the field of view, which is already littered with buildings.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 8 – Existing View**

This is a view from a location some 300 metres south-east of the site on the Bray Road, close to the entrance to the Cornelscourt Shopping Centre and car park. The existing 2-storey residential development (left of centre) and roadside tree planting convey a domestic feel and scale to the view.

#### **View 8 – Proposed View**

The outline profile of the proposed development is indicated by the red line in the image. Despite the substantial scale of several of the proposed residential blocks, a combination of their distance and the intervening 2-storey houses prevent a view of the proposed development from this viewpoint.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 9 – Existing View**

This is a view taken from a location on the Bray Road, near the junction with Willow Grove (in the foreground), some 100 metres south-east of the site. The Willow Grove housing is typically red brick - finished, 2-storey detached homes. The characteristic row of single storey cottages (left of view) lie further along the road, heading in to the village.

#### **View 9 – Proposed View**

The proposed development again (perhaps a little surprisingly), cannot be seen in this view, due to the intervening residential houses and garden planting.

The visual effects of the proposed development from this viewpoint will be **imperceptible**.

#### **View 10 – Existing View**

This view is taken from a footpath through the green open space linking Carrickmines Avenue down to Sycamore Grove. This is an elevated location which looks northwards, down towards Cornelscourt with Dublin Bay beyond and Howth Head in the distance right of centre. The viewpoint is approx. 850m distant from the subject site.

#### **View 10 – Proposed View**

The proposed development is clearly visible in the distance with the three tallest blocks picked out particularly by the plain, blank, pale-toned, south facing gables (of the 8, 7 and 6 storey elements) stepping down, in contrast with the main facades which visually recede, due to their more detailed finishes and tonal variation. The top of Building A also stands out against the paler tones of the bay behind it. However the stepped block arrangement provides an interesting landmark quality from this viewpoint, distinguishing it from the many other buildings between it and the viewer. It should also be noted that the proposed development occupies only a small portion of the field of view.

The visual effects of the proposed development on this view will be **slight and negative**.

#### **View 11 – Existing View**

This view is taken from Park Drive, south of the site near the junction with the lower end of Sycamore Avenue. In the foreground is the car park and adjacent open grass space above the park shopping center and clinic. The open space affords the best possible view of the subject site however generally, despite its elevated level, the existing street trees tend to block views to the site.

#### **View 11 – Proposed View**

The proposed development is just visible beyond the trees in the distance. Better glimpses of the development may be obtainable from elsewhere along Park Drive but essentially it is imperceptible from this location.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 12 – Existing View**

This view is taken from Sycamore Avenue near the junction with Sycamore Crescent and Highland Avenue looking north from approx. 500 m distant. Existing residential property and the various street and garden trees tend to screen views generally from this area.

#### **View 12 – Proposed View**

The proposed development is just visible through the trees, just left of centre in the view but is effectively imperceptible from this location.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 13 – Existing View**

This view is taken from an elevated location on Cornelscourt Hill Road just north of the junction with Hainault Road looking north-eastwards, down the line of the road towards Dublin Bay and Howth Head in the distance. The area is characterised by low-rise residential property defined by high garden walls and hedges, with scattered mature trees.

#### **View 13 – Proposed View**

The proposed development is marginally visible in the distance but is largely assimilated by the existing built back-drop Monkstown/Dun Laoghaire. Despite the proposed development grazing the skyline, views to Dublin Bay and Howth Head are unaffected.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 14 – Existing View**

This view is taken from a lower elevation further north along Cornelscourt Hill Road at its Junction with Sycamore Drive. Again the road is lined with 2-storey residential properties with garden walls and hedges and a large number of garden and street trees. A very small part of Howth Head can be seen in the distance but it is not recognisable as such since Dublin Bay is not visible.

#### **View 14 – Proposed View**

The proposed development is marginally visible above the distant trees in the centre of view. It rises above the skyline in the distance but is largely masked by the existing trees, however its broader stepped form will be discernible in winter. It occupies a small part of the overall field of view.

The visual effects of the proposed development on this view will be **slight and negative**.

#### **View 15 – Existing View**

This view is taken from the northern end of the Cornelscourt Hill Road (adjacent to the bus stop), some 130 metres south of the site. Whilst the road itself is not particularly wide, the roadside verges and blank enclosure by high garden walls convey a broad and somewhat dominant roadscape in the foreground. This has the effect of accentuating the already diminutive scale of the row of single-storey cottages along the Bray Road. The existing trees contribute significantly to a softening of the view.

#### **View 15 – Proposed View**

The proposed development will be visible beyond and over the roof line of the existing cottages, however its apparent scale is moderated by the location of the taller blocks further back towards the



N11. This also assists in effectively mitigating any tendency for the proposed development towards over-bearing. The development sits quite comfortably behind the cottages, though the existing simple clean skyline which easily defines them has now been somewhat blurred.

The visual effects of the proposed development on this view will be **slight and negative**.

#### **View 16 – Existing View**

This view is taken from Gordon Avenue looking north-eastwards.

#### **View 16 – Proposed View**

The red line indicates the outer profile of the proposed development which will not be visible from this location.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 17 – Existing View**

This view is taken from St. Brigid's Park, approx. 240 metres south-west of the proposed development site, which lies beyond the 2-storey terraced houses and the conifer planting behind them.

#### **View 17 – Proposed View**

The profile of the proposed development is indicated by the red line in the image and the development will not be seen from this viewpoint.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 18 – Existing View**

This view is taken from Westminster Road at a location just north of the junction with Hainault Road, looking eastwards.

#### **View 18 – Proposed View**

The red line indicates the outer profile of the proposed development which will not be visible from this location.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 19 – Existing View**

This view is taken from Westminster Road at a location just south of the junction with Gordon Avenue.

#### **View 19 – Proposed View**

The red line indicates the outer profile of the proposed development which will not be visible from this location.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 20 – Existing View**

This view is taken from Mart Lane at a point, 200 metres distant from the site, looking in an easterly direction. The existing landscape character is residential, largely 2-storey detached houses with gardens front and back.

#### **View 20 – Proposed View**

Part of the proposed development (the 12 storey Block A) appears on the skyline above some garden planting but is rather too distant to assert its presence. It is simply visible along this stretch of the lane. Its tone and colouring, coupled with its simple form, proportions, clean lines and façade treatments are effective in mitigating its visual impact from this location.

The visual effects of the proposed development from this viewpoint will be **slight and negative**.

#### **View 21 – Existing view**

This view is taken from the Bray Road cul-de-sac spur, to the north-west and approx. 160 metres distant from the site. The 3-storey AIB bank building looms dark in the shade, right of centre. From

here the view uncomfortably leaks away left, down to the N11 dual carriageway. Killiney Hill is just visible way in the distance, beyond and through the trees in the left of view.

#### **View 21 – Proposed View**

A substantial part of the proposed development (Block A) sits square-on to the line of this view, accentuating its framed square form and presenting the block at its most massive. However, the 3-storey AIB bank this side of it relates to it well in terms of scale and by comparison, almost subliminally, effects a marginal reduction in its apparent block mass. The visible part of the proposed development has distinct and strong landmark qualities and provides a foreground foil to the Killiney Hill landscape in the distance. The existing tree in the foreground of the proposed Block A adds positively to the composition and improves its own appearance with the proposed development sitting behind it. This viewpoint is common to a relatively small number of residential receptors located on this spur access road.

The visual effects of the proposed development from this viewpoint are **moderate and neutral**.

#### **View 22 – Existing View**

This view is taken from a location on Beech Park Road at its junction with Grange Park, looking south-east towards the site. This is an area of 2-storey residential properties with front and rear gardens and fairly mature garden and street tree planting.

#### **View 22 – Proposed View**

The red line marks the outer profile of the proposed development which indicates a very small part of Building A will just be visible from this point, however in this context it will be imperceptible.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 23 – Existing View**

This view is taken from Beech Park Drive near its junction with Beech Park Avenue. This is an area of 2-story residential properties with mature front gardens.

#### **View 23 – Proposed View**

The red line indicates the profile of the proposed development which will not be visible.

The visual effects of the proposed development on this view will be **imperceptible**.

#### **View 24 – Existing View**

This view is taken from the southern end of Beech Park Drive looking south across an open grass area within this residential area.

#### **View 24 – Proposed View**

The upper part of the proposed development will be visible in the distance, beyond the existing foreground residences, though it will also be partially masked by the existing trees.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 25 – Existing View**

This view is taken from a location in the South Park residential area which lies to the north-east of the site, across the N11 and beyond its substantial screen of trees along the northern edge of the road. The viewpoint is approx. 200 metres from the subject site. The existing character is clearly residential with a predominance of 2-storey terraced housing with gardens demarcated by fairly mature hedges.

#### **View 25 – Proposed View**

The taller tiered elements (Buildings A, B and C) of the proposed development are visible on the skyline, beyond the existing housing in the foreground. Their distance from the viewpoint effectively reduces any tendency to dominate the foreground residential area.

The visual effects of the proposed development on this view are **moderate and neutral**.

#### **View 26 – Existing View**

This view is taken from Clonkeen Road, just north of the junction with Beech Park Road, looking southwards. This is a residential area of 2-storey houses with front and rear gardens and mature trees lining the road.

**View 26 – Proposed View**

A very small part of the proposed development will be visible beyond the existing residential properties and above the skyline (formed by those properties). Being so distant, it makes little impact from this viewpoint.

The visual effects of the proposed development on this view will be **slight and neutral**.

**View 27 – Existing View**

This view is taken from a location in Meadowvale, near its junction with the Clonkeen Road, approx. 400 metres distant from the site. The landscape character of the area is predominantly low rise, semi-detached residential development. The busy road junction in the foreground dominates the view.

**View 27 – Proposed View**

A small part of the proposed development can just be seen popping up between two existing semi-detached houses in the foreground. It makes little impact in this view or to this residential area.

The visual effects of the proposed development on this view will be **slight and negative**.

**View 28 – Existing View**

This view looks south-west from McIntosh Park across Meadow Vale towards the Dublin mountains in the distance. Cornelscourt village can just be identified in the distance below the slopes of the Dublin Mountains.

**View 28 – Proposed View**

A part of the proposed development is visible just left of centre in the view. Whilst the stepped Buildings A, B & C are discernible sitting against the Dublin mountains, their tone, colouring and detailed facade treatment significantly mitigates their impact and the buildings do not breach the skyline.

The visual effects of the proposed development on this view will be **slight and neutral**.

**View 29 – Existing View**

This view is taken from the bottom of Hillview Drive (where it turns into McIntosh park) looking south-westwards across the open green space of the park and the Meadow Vale housing towards the Dublin mountains in the distance.

**View 29 – Proposed View**

A part of the proposed development is visible in the distance, in the centre of view. The upper floors of Buildings A and B are clearly visible above the Meadow Vale housing area (in the middle distance). Whilst the proposed development occupies only a small portion of the field of view, the upper levels of Building A breach the skyline.

The visual effects of the proposed development on this view will be **slight and negative**.

**View 30 – Existing View**

This view is taken from Pottery Road at the entrance to Amgen Technologies, across from the junction with Hillview Road, again looking south-westwards. The existing context is of residential housing in the foreground with a distant backdrop formed by the Dublin Mountains.

**View 30 – Proposed View**

Much as for View 28, the stepped Buildings A, B & C are discernible sitting against the backdrop of the Dublin mountains, however their tone, colouring and detailed facade treatment significantly mitigates their impact. Again the buildings do not breach the skyline.

The visual effects of the proposed development on this view will be **slight and neutral**.

**View 31 – Existing View**

This view is taken from Killiney Hill Park approx. 3.6 kms east of the subject site. The Dublin mountains rise to the left of view and in the centre of view, in the distance, the substantial built developments at Sandyford and Dundrum can be clearly identified. With some effort the subject site can be identified in the distance on a line between the viewpoint and Sandyford. The broad context for the proposed development in this view is a carpet of buildings of various scales and densities representing Dublin's southern suburbs stretching southwards to the lower slopes of the Dublin Mountains and all the way northwards to the sea.

#### **View 31 – Proposed View**

Even at this distance, the stepped form of the proposed development may be identifiable but the development itself will be visually subsumed within the mass of other built elements within the view, particularly at this distance. The range of tones and colouring and the detail of the building facades further assist in its visual assimilation into this view.

The visual effects of the proposed development on this view will be **slight and neutral**.

#### **View 32 – Existing View**

This view is taken from the front terrace on the northern side of Cabinteely House looking north-westwards. The parkland setting of the house, a protected structure, is the visual context for the viewer (receptor) with mature trees and other plantings forming a boundary screen and creating foreground interest. Beyond the lower terrace, now defined by a formal hedge and railings, the large open grassland expanses of Cabinteely Park fall away to the right of view.

#### **View 32 – Proposed View**

Whilst it occupies a very small portion of the field of view, the upper part of Building A will just be discernible beyond and through the trees in winter (as is so for the other distant taller buildings to the right of view). The red line assists in indicating the development's outer profile from this distant viewpoint.

The visual effects of the proposed development on this view will be **slight and negative**.

#### **View 33 – Existing View**

This view is taken from the upper end of Cabinteely Park, east of the house, looking north-westwards. Cabinteely House and terraces sit to the left of view. The extensive open grass spaces of the park featuring sculptures and mature trees in the foreground, sweep down towards Cabinteely, backed by a fringe of mature and maturing trees beyond.

#### **View 33 – Proposed View**

The red line marks the profile of the proposed development which is not really discernible beyond the fringe of trees, even in winter.

The visual effects of the proposed development on this view will be **imperceptible**.

One might imagine the effect of the proposed development on the visual environment is readily assessed by way of a perusal of the prepared photomontages, however a full examination involves walking the area and viewing the images from the respective viewpoint locations and then imagining and interpolating the sequential experience of the buildings when moving around them. This is particularly important in trying to appreciate the dynamic relationship between a set of buildings and their urban context. The assessments made for each view have taken this into account.

The visual environment alone does not however represent in full, the experience of 'landscape' which can be described as an individual's response (often an emotional response) to their surroundings. It is a complex concept which involves individual perception, social amenity, memory, beliefs, allegiances etc. The potential impact of the proposed development upon the residential amenity of existing neighbouring residential properties contributes something to local sensitivities in this regard but would not be considered a major aspect of impact upon the landscape or indeed upon the general visual amenity within the area.



### **12.11 Monitoring**

The success of the proposed development is dependent on the proposals being properly executed as approved. Detailed agreement on finishes and materials to be employed needs to be ensured through the provision of, and on-going adherence to, reference samples provided on site for the duration of the construction works and defects period. The proposed soft landscape works will need to be maintained and managed especially over the initial period after planting, in order to ensure their successful establishment and the intended integration of the development into its existing context.

### **12.12 Reinstatement**

Not applicable

### **12.13 Interactions**

Not applicable.

### **12.14 Difficulties Encountered**

No difficulties were encountered in preparing this Landscape and Visual Impact Assessment.

### **12.15 References**

1. Guidelines on the information to be contained in Environmental Impact Statements prepared by the Environmental Protection Agency (EPA) 2002.
2. Advice Notes on Current Practice in the preparation of Environmental Impact Statements - Environmental Protection Agency (EPA), September 2003.
3. Guidelines for Landscape and Visual Impact Assessment, prepared by the Landscape Institute and the Institute of Environmental Assessment, published by Routledge , 3rd Edition 2013.
4. DRAFT 'Revised guidelines on the information to be contained in Environmental Impact Statements' - Environmental Protection Agency (EPA), September 2015.
5. DRAFT 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), August 2017
6. Photography and Photomontage in Landscape and Visual Impact Assessment - Landscape Institute (UK) Advice Note 01/11.
7. Dun Laoghaire Rathdown County Development Plan 2016 - 2022.

## Appendix 12.1: A general methodology for the production of photomontages

### Photography of Site

1. Photographs are taken from locations (as advised by the person carrying out the Landscape and Visual Impact Assessment) with a professional SLR digital camera. The photographs are taken horizontally with a survey level attached to the camera. The photographic positions are marked (for later surveying), the height of the camera and the focal length of the image recorded.
2. In each photograph, a minimum of 2No visible fixed points are marked for surveying. These are control points for model alignment within the photograph.
3. The photographic positions and the control points are geographically surveyed and these positions are plotted on the site survey drawing as supplied by the Architect/Engineer.

### 3D Computer Model, Rendered Views and Photomontage Preparation

4. The buildings are accurately modeled and materials applied according to plans, elevations and finishes supplied by the Architect and aligned to the survey drawing with the camera positions.
5. Within the 3d software virtual 3d cameras are positioned according to the survey co-ordinates. The focal length of the photograph is input. Pitch and rotation are adjusted using the survey control points to align the virtual camera to the photograph.
6. The proposed development is output from the 3D software using this camera and the image is then blended with the original photograph to give an accurate image of what the proposed development will look like in its proposed setting. A highly accurate 3D-computer model of the proposed development is created with photo-realistic materials, finishes and colours. Rendered views of the proposed scheme are produced, accurately representing the 'proposed' view from the original baseline camera locations at the selected viewpoints.
7. In the event of the development not being visible, the roof line profile of the development will generally be outlined in the proposed view.
8. A document is usually produced with the following information:
  - a) Site location map with view locations plotted.
  - b) Photomontage sheet showing:
    - Existing and proposed conditions
    - View with surveyed control alignment points
    - Reference information including field of view/focal length, range to site/development
    - Date of baseline photograph.
9. All surveying is carried out by a qualified topographical surveyor. Where GPS devices are used they are Survey grade.

## Appendix 12.2: Criteria for the Rating of Impacts

The appropriate significance criteria for this landscape and visual appraisal (LVIA) are based on those given in the EPA 'Guidelines on the information to be contained in Environmental Impact Statements', 2002, (Section 5 Glossary of Impacts) and the DRAFT 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), August 2017. For this LVIA they may be described as follows:

### Degree or magnitude of effects (significance)

**Imperceptible / Not Significant:** The development proposal is either distant or adequately screened by existing landform, vegetation or built environment.

**Slight Effects:** The development proposal forms only a small element in the overall panorama / field of view, or there is substantial intervening screening by the existing landform, topography and/or vegetation. The view or character of the landscape is noticeably changed but without affecting its sensitivities.

**Moderate Effects:** An appreciable segment of the existing view is affected by the proposed development or the development creates visual intrusion in the foreground. The view or the character of the landscape is altered but in a manner that is consistent with existing and emerging baseline trends.

**Significant Effects:** Effects which, by their character, magnitude, duration or intensity alter a sensitive aspect of the environment.

**Very Significant Effects:** Effects which, by their character, magnitude, duration or intensity alter most of a sensitive aspect of the environment.

**Profound Effects:** Effects which obliterate sensitive characteristics.

### Quality of effects

The quality of potential visual and landscape effects are assessed according to EPA guidelines as follows:

**Positive Effects:** Changes which improve the quality of the landscape/view.

**Neutral Effects:** Changes which do not affect the quality of the landscape/view.

**Negative Effects:** Changes which reduce the quality of the visual environment or adversely affect the character of the landscape.

### Duration of effects

Potential effects arising from a proposed development may also be considered in terms of duration as described in the EPA Guidelines:

**Temporary:** Effects lasting less than one year

**Short-term:** Effects lasting one to seven years

**Medium-term:** Effects lasting seven to fifteen years

**Long-term:** Effects lasting fifteen to sixty years

**Permanent:** Effects lasting over sixty years