

Chapter 6:

## Landscape and Visual Impact



## 6.0 LANDSCAPE AND VISUAL IMPACT ASSESSMENT

### 6.1 INTRODUCTION

This chapter has been prepared by Chris Kennett, director of Kennett Consulting Limited and a Chartered Landscape Architect since 1996. He has extensive experience of landscape master-planning, urban design and the assessment of Landscape and Visual Impacts for a wide range of development sectors.

This chapter addresses two separate but closely related aspects: the first is visual impacts focusing on the extent to which new developments can be seen, the potential loss of existing site features and the introduction of new site features; the second aspect is impacts on the character of the landscape, the changes the proposed development will bring to the landscape in general, the impacts of those changes upon views from the surrounding area, and examining responses which are felt towards the combined effects of the new development.

This latter topic is complex because it encompasses many other environmental topics such as biodiversity, archaeology and architectural history and because attempts to scientifically measure feelings and perceptions are not universally reliable.

### 6.2 STUDY METHODOLOGY

This chapter of the EIAR has been prepared with reference to the guidance, methods and terminology outlined in: the European Commission's *Guidance on the preparation of the Environmental Impact Assessment Report* (2017); Draft Guidelines on Information to be Contained in an Environmental Impact Assessment Report (EPA 2017); and the Guidelines for Landscape and Visual Impact Assessment, Third Edition (Landscape Institute and Institute of Environmental Management and Assessment, 2013).

An initial desk study has been undertaken to establish an understanding of the site and surroundings, its planning context and to make an initial assessment of the likely visual envelope i.e. areas from which the site might be seen. Relevant maps, development plans and other published documents were used for this purpose and are referenced at the end of this report.

A subsequent field survey of the site and surroundings has examined the nature of the local built environment, considering the contribution that each landscape component makes to local landscape character, and exploring the potential for views of the site from the surrounding area.

The potential impact of development on the landscape has been assessed with reference to the following landscape factors:

- Context: This is a factual description of the site and its surroundings.
- Character: This identifies one or more distinct landscape units within the site and/or its surroundings and outlines the defining features of each landscape.
- Significance: This is based on whether part of the local landscape been designated as 'high amenity' or something similar; is a scarce or unique landscape; or whether it is 'ordinary' or even 'derelict'.
- Vulnerability: Landscapes vary in their sensitivity change and development. This examines existing pressures for change and the damage likely to arise from such change.

Potential changes in character, visibility and land use patterns have been considered first, including indirect, secondary and cumulative impacts. This has given direction to proposed mitigation measures, which have been discussed with the project design team and incorporated into the development proposal; the subsequent assessment of likely landscape and visual impacts takes account of the proposed mitigation measures.

Mitigating potential impacts on the landscape may include one or more of the following:

- Avoid, reduce or minimise development in sensitive or prominent landscapes
- Avoid, reduce or minimise visually intrusive projects
- Reduce and minimise the visibility of the project, avoid insensitive design
- Add value or character to a landscape as part of the proposed development

Terminology includes the following terms:

- 'Visual Intrusion': a proposed development may feature within in an existing view.
- 'Visual Obstruction': a proposed development may partly or completely obscure an existing view.

The degree of impact is described using the following scale:

- 'None': No material change to the landscape or view arises from the development.
- 'Imperceptible': Change is immeasurable with no bearing on a landscape or view.
- 'Low' ('Slight'): Measurable but insignificant change to the landscape or view.
- 'Moderate': Measurable change to the nature of a landscape or view.
- 'High' ('Significant'): Substantial change occurs to the landscape or view.
- 'Profound': The character or content of a view changes completely.

The nature of an impact is described in one of three ways:

- 'Neutral' impacts neither enhance nor detract from the landscape.
- 'Positive' impacts improve or enhance the existing landscape.
- 'Negative' impacts detract from the existing landscape.

The duration of an impact is described according to the following scale:

- 'Temporary': 1 year or less
- 'Short-term': 1-7 years
- 'Medium-term': 7-20 years
- 'Long-term': 20-50 years
- 'Permanent': 50+ years

The significance of impacts on the landscape depends on a broad range of objective factors as outlined above but can also depend on more subjective value judgements about 'good design' and how much changes will matter.

### **6.3 EXISTING RECEIVING ENVIRONMENT**

The proposed development site was previously occupied by a small number of detached houses set within large plots. The houses have since been demolished but the mature 'wooded' gardens are substantially retained at the present time, comprises mostly deciduous trees and shrubs. This provides a 'wooded' context to this part of Golf Lane and the housing area opposite.

A dominant characteristic of the immediate environment surrounding the site is the road network. The M50 at junction 15 defines the site's northern boundary – a hard and somewhat noisy environment. The Glenamuck Road lies immediately west of the site in the form of a dual carriageway, providing access to The Park neighbourhood centre to the west and the Carrickmines residential areas to the south and southeast of the site.

The Park is a substantial mixed-use neighbourhood centre, currently comprising mostly retail warehousing, retail services and offices. Building heights mostly range between two and five storeys plus parapet / roof plant enclosures, while extensive parking is provided at surface level. A wide tree-lined boulevard provides access from Glenamuck Road into the heart of The Park. The final quadrant of development has planning permission for two supermarkets, further retail / retail service units, leisure, apartments and offices ranging from three to six/seven storeys over basement.

Relatively new residential development characterises land to the south and southeast of the proposed development site. Knockcree (Blackberry Hill) lies to the southeast on Golf lane, opposite the site, comprising modern three-storeys dwellings. Carrickmines Green and Carrickmines Manor lie to the south on Glenamuck Road comprising a mix of apartments (up to five storeys over basement) and houses (mostly three storeys).

Figure 6.1 below illustrates the immediate context of the site as described above.



Figure 6.1: Site location and context (source: Google Maps aerial photography).

### 6.3.1 Landscape Character (Wider Setting)

In terms of wider landscape character, the site lies at the north-eastern corner of landscape character area (LCA) 13 'Carrickmines' adjoining LCA 6 'Ballycorus' to the southeast and LCA 14 'Cherrywood / Rathmicheal' to the east across the motorway. To the north lies the built-up urban area of Greater Dublin.

The landscape of LCA13 is dominated by the new retail park at Carrickmines, immediately west of the proposed development site. The additional urbanising influences of the adjacent tip head, pylons and housing are also recognised. It has a low sensitivity to further development and provides opportunities for landscape restoration.

LCA 6 describes how extensive mining and industry have influenced this landscape, alongside significant modern development along the Glenamuck Road. Landscape sensitivities relate to Dingle Glen and the maintenance/restoration of field boundaries and hedgerows.

The Ballyogan & Environs Local Area Plan 2019-2025 (BELAP) describes the landscape here as “notable in that it sits at the base of the foothills of the Dublin Mountains, with the land falling from the high ground at Stepside, down to the valley of the Ballyogan Stream”.

This is a very transitional position between the extensive suburbs of Greater Dublin and the elevated rural landscape of the Dublin Mountains. The landscape here has undergone significant change in the last 15-20 years with the construction of the M50 motorway, the LUAS and major urban mixed-use developments such as those at The Park, Sandyford, Leopardstown and Cherrywood, and such change is ongoing. Much of the southern side of Ballyogan Road beyond The Park neighbourhood centre is zoned for economic development and is likely to see future intensification of these uses, though pockets of residential use occur here also. Similarly, an area of undeveloped land south of The Park is also earmarked for future economic development along with a new road bypassing Carrickmines village. A substantial area east of the site towards Cherrywood is also zoned for major urban expansion (see Figure 6.9 later in this chapter). Landscape sensitivity to the proposed development is low.

### **6.3.2 Visibility**

The Ballyogan & Environs Local Area Plan 2019-2025 states “Many parts of the BELAP area enjoy views of the mountains to the southwest or views of the sea to the northeast, with some areas enjoying both. This variation in landform provides a strong sense of place, and the opportunity to incorporate topographical features into the layouts of development.”

The site in its present form is mainly visible from a relatively localised area, comprising: the urban fringe north of the M50 motorway; the M50 adjacent to the site and approaching in both directions; parts of Ballyogan Road and The Park to the west; and parts of Glenamuck Road to the south. In addition, there are elevated vantage points across the whole of Dublin City from the Dublin Mountains to the south.

At Carrickmines Little, north and northeast from the site, there are few public views, despite the gently rising topography orientating this area towards the proposed development site. Residential properties here support mature gardens, where the combination of buildings, trees and shrubs screen the proposed development site from view. Glimpsed public views from this area, such as from Glenamuck Road North, are considered moderately sensitive to the proposed development.

Significant public views are available from the roads and roundabouts at Junction 15 of the M50. The motorway is mostly in cutting in this area with trees and shrubs on the banks becoming increasingly mature. This partially constrains views towards the site, except at close quarters. The west-bound slip road from the M50 motorway at junction 15 leads to the junction of Glenamuck Road with Ballyogan Road and the access into The Park at Carrickmines. This is a busy interchange and with little screening from buildings or vegetation, there are open views of the site with the nearby housing as part of its immediate setting and the Dublin Mountains as a distant backdrop (see Figure 6.2 below). This is a low quality landscape with low sensitivity to the proposed development, though the views to the Dublin Mountains as a backdrop, where this occurs, is considered moderately sensitive.



Figure 6.2: View south from the adjacent motorway junction, with the site centre / left beyond the crash barrier.

Residential properties occur to both sides of the Ballyogan Road a short distance to the northwest of the site and have partial views towards the trees that currently occupy the site. Much of this residential area lies below the level of the Ballyogan Road and adjacent LUAS line, which partially restrict views from the streets and houses, while the M50 corridor provides the backdrop to these dwellings. Sensitivity to the proposed development is considered moderate to low.

Further west along Ballyogan Road, there are no significant views towards the site due to the alignment of the road and the obstruction by existing commercial buildings and vegetation at the southern side of the road. In any case, the context for these views is mainly a modern commercial landscape where visual sensitivity to the proposed development is low.

From the south on Glenamuck Road South, there is a vista directly towards the site where the existing trees on site terminate the view. At closer quarters, this vista is framed by residential development to the east and The Park to the west, where sensitivity to the proposed development is moderate to low. Further south, intervening roadside trees largely preclude views of the site.

There are also views from the foothills/peaks of the Dublin mountains to the southwest encompassing a vast area across Greater Dublin, of which the site is a tiny part. With this as the site's context, sensitivity to the proposed development is considered low.

### 6.3.3 Planning Policy Context

#### ***National Planning Policy***

Irish national policy of particular relevance to the assessment of Landscape and Visual Impacts is the Urban Development and Building Heights Guidelines for Planning Authorities (December 2018, Department of Housing, Planning and Local Government). This is rooted in the National Planning Framework 2018 ('the NPF'), which states in Chapter 4 'Making Stronger Urban Places' page 67 that "To enable brownfield development, planning policies and standards need to be flexible, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases."



The NPF also sets out National Policy Objective 13, which states "In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected."

The Urban Development and Building Heights Guidelines, at paragraph 3.1, state that "In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility."

Section 3.2 of the Urban Development and Building Height Guidelines sets out a series of guiding principles for good urban design and architectural standards where increased building height is proposed, including:

At the scale of the relevant city/town

- The site is well served by public transport with high capacity, frequent services and good links to other modes of transport.
- Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views.
- On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

At the scale of district/ neighbourhood/ street

- The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape
- The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.
- The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).
- The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.
- The proposal positively contributes to the mix of uses and/or building/dwelling typologies available in the neighbourhood.

#### ***Local Policy: Dun Laoghaire Rathdown County Development Plan 2016-2022***

Section 4.1 of the DLR County Development Plan addresses natural and built heritage. It sets out a strategic vision for this topic, which includes balancing the needs of natural heritage, landscape, built heritage and culture with legitimate development needs; landscape binds all areas of heritage.

Policy LHB2 outlines the Council's policy to preserve and enhance the character of the County's landscapes, referring in the main to the predominantly rural parts of the County – essentially those areas zoned Objective B (rural amenity areas) and Objective G (high amenity areas).

Policy LHB6 concerns itself with protecting and encouraging the enjoyment of Views and Prospects of special amenity value or interest. Table 4.1.1 identifies a series of 'Prospects to be Preserved', none of which concern the proposed development site.

The DLR County Development Plan includes a Building Height Strategy (BHS) at Appendix 9. In Section 4 Policy Approach, the BHS recognises limited opportunities for ‘tall buildings’, which are covered by Local Area Plans (LAPs) or Strategic Development Zones (SDZs); the Strategy includes a generic policy approach for building height for those areas outside the LAPs in Section 4.8 of the Strategy. The Ballyogan & Environs LAP 2019-2025 has been published since the BHS and sets out specific height policy for the area covering the proposed development site, which is summarised below.

Section 8 of the Development Plan sets out principles for development; however, these have been substantially superseded by Sustainable Urban Housing – Design Standards for New Apartments’ DoECLG (2015).

There are Tree Preservation Orders applied to some of the trees on the site.

There are no specific local objectives applicable to the proposed development site.

### ***Local Policy: Ballyogan & Environs Local Area Plan 2019-2025***

While most policy for residential development is contained in the development plan, the LAP has scope “to provide a useful and more nuanced framework for development at a ‘finer grain’ level of detail.” The proposed development site comprises part of the Carrickmines Quarter No. 16 – Old Glenamuck Road at the eastern edge of the LAP area.

Chapter 5 of the LAP addresses ‘Residential Development and Built Form’. It recognises the significant policy context provided by both national planning policy and the County Development Plan, along with national guidelines including the Urban Development and Building Height Guidelines for Planning Authorities 2018. Residential design policies concern residential densities, mix and building height. A design statement is required for residential schemes of greater than 30 units (policy BELAP RES 7); Henry J Lyons architects have provided a Design Statement for this proposed development.

Policy BELAP RES3 points to Table 5.5 of the LAP, which recognises the capacity for a number of neighbourhoods to accommodate ‘higher buildings’ including Quarter 16 Old Glenamuck Road where the proposed development site is located. Policy BELAP RES4 echoes this and confirms such buildings for this location should be residential.

Policy BELAP RES5 requires a planning application for a building in excess of four storeys to address the following issues:

- Impacts on the immediate and surrounding environment – streetscape, historic character.
- Impacts on adjoining structures, with a focus on overlooking and impact on residential amenity.
- Relationship to open spaces and public realm.
- Views and vistas.
- Daylight and sunlight, including shadow analysis where appropriate.
- Wind and microclimate analysis
- Impacts on residential amenity of these buildings from noise sources such as motorway noise.
- Placemaking and the ability of taller buildings to assist with legibility and wayfinding within a Neighbourhood

There are no indicative or prescriptive building heights, in accordance with national policy on building height. There is also no site development framework for this Quarter of the LAP.

Local Area Plans may also identify significant views and prospects for protection – none are identified in the LAP that the proposed development might affect.

## 6.4 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

The proposed development comprises 482 no. residential units (all apartments), along with ancillary residential amenities, and provision of a childcare facility, gym, and local shop. The proposed development is set out in 7 no. blocks with heights ranging from four to twenty-two storeys.

Two basement levels are proposed, providing car parking spaces, bin stores, plant rooms, bicycle parking and circulation areas. Further bicycle parking spaces are provided at ground level. The proposed development includes landscaping, boundary treatments, public, private and communal open space (including roof terraces), two cycle / pedestrian crossings over the stream at the western side of the site, along with a new pedestrian and cycle crossing of Glenamuck Road South at the west of the site, cycle and pedestrian facilities, play facilities, and lighting. The proposed buildings include the provision of private open space in the form of balconies and winter gardens to all elevations of the proposed buildings. The development also includes vehicular, pedestrian, and cycle accesses, drop off areas, boundary treatments, services, and all associated ancillary and site development works.

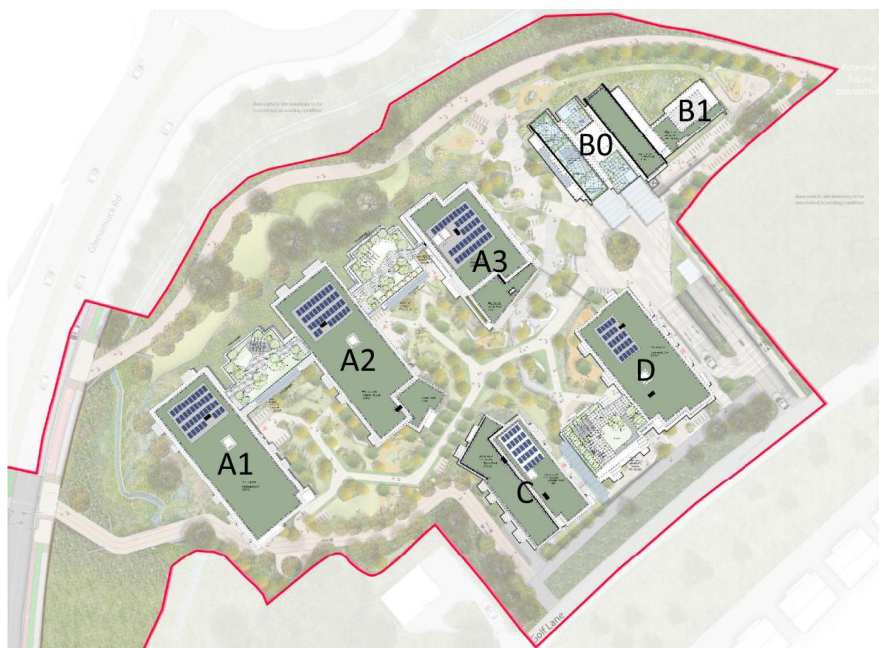
Block A comprises three blocks of 6, 8 and 12 storeys interlinked by 4-storey elements. The northeast-southwest orientation presents a slender form to the Glenamuck Road approaches both north and south, with longer elevations facing towards the adjacent neighbourhood centre and the internal courtyards.

Block B occupies a prominent position in the northeast of the site adjoining the M50 corridor. As the principal element, Block B0 is landmark building of 18-22 storeys with a slender form and a stepped roof; Block B1 is a four-storey building adjacent to Block B0.

Block C is 5-7 storeys and Block D is 4-7 storeys, both the southeast of Block A adjoining Golf Lane.

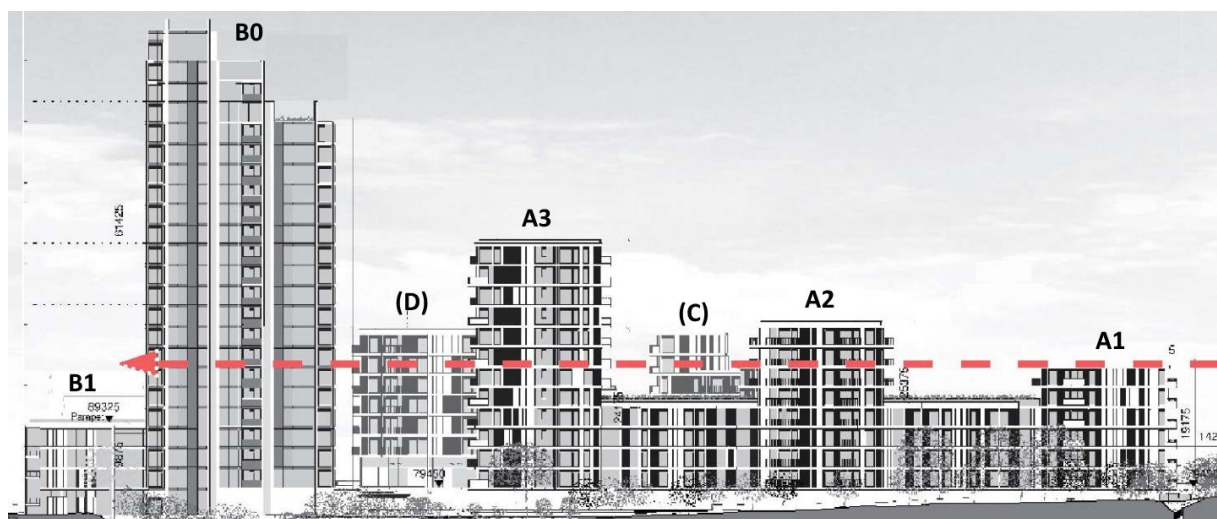
Courtyard spaces between the block provide communal open space and a setting for the buildings. At the margins of the site, existing trees are to be retained and supplemented with additional tree and shrub planting, to provide a setting and landscape buffer to the buildings.

The layout and height parameters described above are illustrated in Figures 6.3 and 6.4 below.



**Figure 6.3: Site plan illustrating block layout, courtyard spaces and retained/new perimeter vegetation (illustration by Henry J Lyons Architects).**





**Figure 6.4: Elevation (northwest) illustrating broad character and height (illustration: Henry J Lyons Architects).**

## **6.5 POTENTIAL IMPACT OF THE PROPOSED DEVELOPMENT**

### **6.5.1 Construction Phase**

During construction, potentially significant negative temporary or short-term landscape and visual impacts are likely as a result of the following.

Hoardings will be present at the site perimeter following the demolition phase and are likely to have slightly negative short-term landscape and visual impacts on localised views from upon Golf Lane and from around Junction 15 of the M50 motorway.

Contractors' compounds within the site and the movement of plant and materials to/from the site are likely to have a slight to moderate negative visual impact at/near the site entrance/exit routes.

Basement construction is likely to have little landscape or visual impact except for the operation of plant for excavation, transport and piling, with a temporary slight negative visual impact where these are visible from beyond the perimeter hoardings.

Tower cranes will be used throughout the site. While these are temporary structures, they will stand higher than the tallest building, making them visually prominent from a relatively wide area. Their 'industrial' character, dynamic nature and significant visual intrusion above the surrounding roofscape is likely to give rise to a short-term but moderate to high negative visual impact.

As the early stages of construction, the steel and reinforced concrete frames of the new buildings will emerge relatively quickly above the site hoardings in the first place and then above the surrounding buildings. Buildings at the site perimeter will be relatively low-rise and seen mostly from nearby surroundings, while taller buildings such as Blocks B0 and A3 will be visible from a wider area. The raw appearance of early construction and the dynamic presence of partially-completed structures are likely to have a temporary or short-term moderately to highly negative impact upon landscape character and visual amenity.

However, once the main building structures are completed and the building envelopes installed, the character of the site's landscape will begin to change. Construction activities will move to the building interiors as fit-out progresses, resulting in less movement and disturbance outside the buildings above ground level. With the final

character of the proposed development emerging, this is likely to begin having a moderately positive impact upon landscape character and visual amenity.

The last stages of construction will comprise buried site services followed by hard and soft landscaping and the removal of cranes, compound areas and hoardings. In the wider landscape, this is likely to have a negligible impact upon landscape character and visual amenity, except for removing the cranes, but for neighbouring streets and spaces this is likely to have a moderately positive impact upon landscape character and visual amenity.

### **6.5.2 Operational Phase**

The character of the proposed development site itself will change profoundly. While existing trees at the site perimeter will be retained, those within the site, including those fronting Golf Lane, will be removed. This loss of trees will have a moderately negative impact upon the immediate environs of the site, which is becoming increasingly built-up.

The introduction of new buildings to the site will also profoundly affect its character. This will introduce a contemporary built character to this part of the landscape. Given the urban and bustling nature of the location arising from the busy motorway / road / public transport network and the major ongoing development of The Park neighbourhood centre, the development is likely to make a significant positive contribution to the character of an emerging contemporary urban district. It would achieve this through a complementary form of high-quality buildings and open spaces.

Impacts on visual amenity will vary depending on the proximity and context of the view/viewer. In close proximity to neighbouring developments, visual impacts will be determined by the relative scale of existing and proposed development; the form, detailing and materials of the proposed development; and the visual character of the streetscapes it creates.

It is likely that the character of Golf Lane will substantially change where it adjoins the site. Built development will occupy both sides of the street, in conjunction with existing (recent) housing developments, and it will have a significantly more formal and urban visual appearance as a result. New tree planting will soften the streetscape and provide a visual buffer to Blocks C and D (set back) at 4-7 storeys high, which in turn will partially screen, and make a visual transition to, the taller blocks A3 and B0, which are set further back from Golf Lane. Refer to Figure 6.5 below.



**Figure 6.5: Model view (aerial) from Golf Lane looking north (image: Henry J Lyons).**

Views from Glenamuck Road South will mostly experience the end elevation of block A1, set amongst retained and new trees at the site margins. From street level, the increasing height of Blocks A1, A2 and A3 are likely to substantially screen the taller Block B0, while at six storeys high Block A1 will complement the nearby apartments at Carrickmines Green and Carrickmines Manor on Glenamuck Road South. Refer to Figure 6.6 below.



**Figure 6.6: Aerial view of the southern elevation facing towards Carrickmines Green (image: Henry J Lyons).**

The view from Glenamuck Road North and junction 15 of the M50 will encompass both the proposed development and The Park neighbourhood centre, where planning consent has been granted for further development. Blocks A, C and D will complement the scale and character of both existing and proposed development at The Park, while Block B will establish a striking architectural presence in the foreground, overlooking the motorway. Blocks A and B1 make a visual transition in scale with neighbouring developments. Refer to Figure 6.7 below.





**Figure 6.7: View (aerial) from north of the site, with permitted development at The Park to the right (image: Henry J Lyons).**

The presence and character of Block B0 will continue to serve as a landmark on the approaches from both directions along the M50 motorway, with its distinctive detailing and prominent position alongside the motorway. This will serve as a destination marker for this new urban neighbourhood, incorporating the adjacent residential, retail commercial and leisure developments that currently exist or are planning for the future. As the site lies on the inside of the curve of the motorway, intervening topography, trees and buildings are likely to intermittently screen the proposed development from view. Refer to Figure 6.8 below.



**Figure 6.8 Model view (aerial) of the eastern approach towards the proposed development (image: Henry J Lyons).**

## 6.6 CUMULATIVE IMPACT

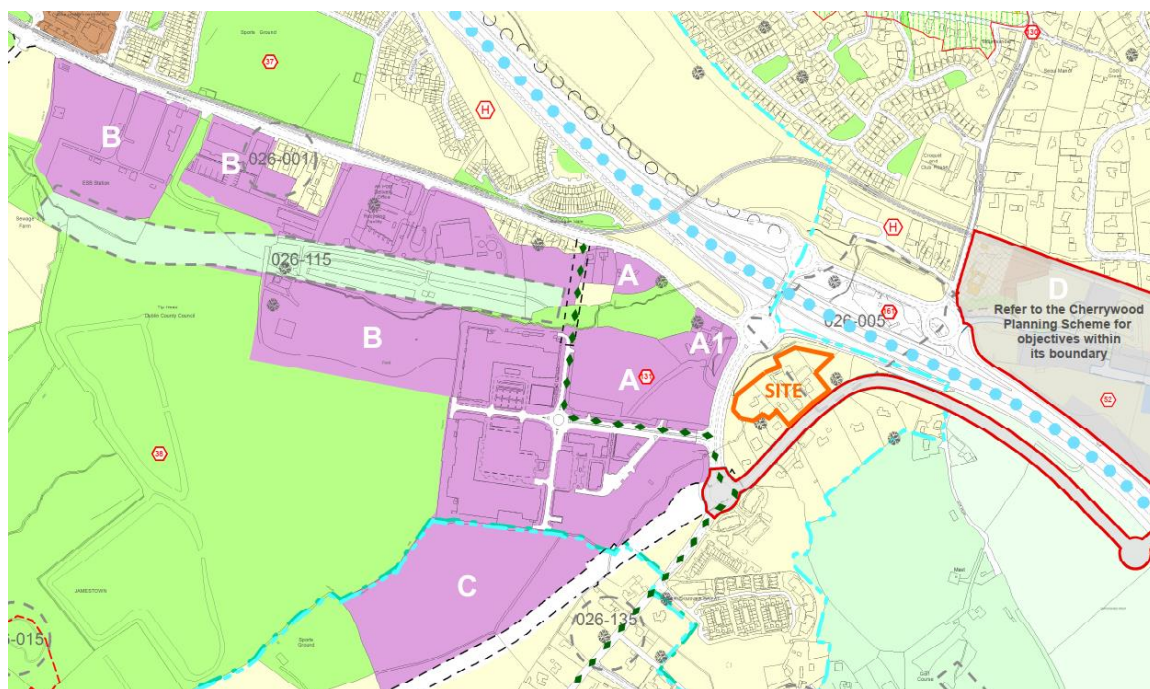
Planning permission has been granted for Quadrant 3 at The Park neighbourhood centre to the west of the site (annotated 'A' in Figure 6.9 below). This is a mixed use development comprising ground floor retail and retail services, offices and apartments, all split over four blocks of up to seven storeys high. A plot adjoining Quadrant 3 at the junction of Glenamuck Road and Ballyogan Road ('A1' in Figure 6.9 below) remains reserved for future

development, directly opposite the proposed development site; a building of significant height is likely in this gateway location.

Land is zoned for Economic Development and Employment to the west along Ballyogan Road ('B' in Figure 6.9 below) and southwest along Glenamuck Road ('C' in Figure 6.9 below). Further south to both sides of the Glenamuck Road, the Kiltiernan/Glenamuck Local Area Plan 2013 proposes medium-high density residential development. Future development of these zoned areas will further change the character of the landscape immediately surrounding the site, increasing and intensifying the built-up area.

East of the site lies Cherrywood, a Strategic Development Zone ('D' in Figure 6.9 below) with plans for a major new urban area that incorporates a proposed link road crossing the M50 and following Golf Lane. This extensive urban development will deliver a large contemporary new urban neighbourhood that further changes the character of, and outlook onto, this part of the Great Dublin area.

Closest to the site is Development Area 3 'Priorsland' of the Cherrywood SDZ (refer to Figure 6.10 below), where a new 'village' is proposed with buildings in the range of 2-5 storeys high. Within other parts of the Cherrywood SDZ, a new urban centre is proposed with buildings up to nine storeys proposed. However, this SDZ pre-dates the current National Development Plan (2018) current Urban Development and Building Height Guidelines (2018), which may ultimately lead to buildings of greater height in these areas.



**Figure 6.9: Extract from Map 9 of the DLR County Development Plan 2016-2022, annotated.**





**Figure 6.10: New urban development west of Golf Lane, comprising the Cherrywood Planning Scheme (illustration by Henry J Lyons Architects).**

## 6.7 DO NOTHING IMPACT

The existing site is not currently occupied, though still zoned for protecting and enhancing residential amenity. If the proposed development were not to go ahead, it is likely that another form of development will be proposed in the medium to long term. Being at a key strategic location, with good access by road and public transport and a neighbourhood centre next door, it is a very sustainable location for new high-density development. With the current demand for housing, it is likely that an alternative residential-led development will be proposed in the relatively near future.

In the short term, in the absence of an active site use or management, it is likely that the site will begin to revert to woodland.

## 6.8 AVOIDANCE, REMEDIAL AND MITIGATION MEASURES

### 6.8.1 Construction Phase

The construction phase of development will be completed expediently through careful construction planning and management prior to commencing on site and throughout the construction phase. However, even with the implementation of all proposed mitigation measures (described below), construction activities will most likely have significant negative effects on visual amenity for adjoining buildings, streets and open spaces throughout the construction phase. An expedient and carefully managed construction programme will ensure negative landscape and visual impacts are removed as quickly as possible.

**L&V CONST 1:** The contractors' compounds, including site offices and parking, will be located in accordance with the construction and environmental management plan (CEMP). Impacts on residential and visual amenity will be minimised within the constraints of other operational requirements.

**L&V CONST 2:** Perimeter hoardings will be installed along the site boundaries and maintained in good condition and free of unsolicited graffiti and fly-posting.

**L&V CONST 3:** A construction materials and waste storage area will be located in accordance with the construction and environmental management plan (CEMP). Impacts on residential and visual amenity will be minimised within the constraints of other operational requirements.

**L&V CONST 4:** Visual impacts will increase and extend to a wider area with the installation of tower cranes across the site and the gradual emergence of the building structures. The tower cranes will be the tallest and most visible elements, but are temporary structures for the duration of construction only. These will be 'parked' in an orderly manner when not in use (e.g. without overhanging neighbouring residential areas) and removed from the site at the earliest opportunity.

**L&V CONST 5:** Plant generally within the site, especially during the early stages of construction, are likely to be partially visible from neighbouring streets and open spaces. When not in use, these will be parked in compound areas and/or away from the site perimeter in order to minimise visibility outside of working hours.

**L&V CONST 6:** A vehicle management strategy will be implemented, to minimise visual impacts and other impacts on neighbouring streets and residents, including the defined haul routes and times of operation; consolidation of vehicle movements for deliveries to site or removal of materials from site; and staggering of vehicle movements to minimise or avoid queuing on neighbouring streets.

### 6.8.2 Operational Phase

**L&V OPER 1:** The previous SHD Application PL06D.302336 was refused by An Bord Pleanála for the following single reason (emphasis by author):

*"Given the location of the site within the built-up area of Carrickmines, proximate to public transport linkages, to the M50 major transport corridor and to both established and emerging social, retail and employment facilities, it is considered that the proposed design strategy as it relates to height and design does not provide a landmark building which is considered necessary in order to achieve the optimal architectural solution for this strategic gateway site. Furthermore, and notwithstanding the acceptability of the proposed density, it is considered that the overall design of the scheme is monolithic and repetitive and represents an inappropriate design response to the site, given its locational context, which has the capacity to accommodate a building of much greater height and architectural significance than that proposed. Accordingly, the proposed development is considered to be contrary to national policy as set out in the National Planning Framework and section 28 Ministerial Guidance and is considered to be inconsistent with the proper planning and sustainable development of the area."*

The proposed development has been designed after careful consideration of this reason for refusal and the proposed design has responded accordingly, breaking up the volume and mass of buildings with stepped elevations and roof heights, using elevation detailing to achieve a variety of character and emphasis, while using building position, height and a distinctive architectural design for Block B to deliver a landmark building at this strategic location.

The Urban Development and Building Height Guidelines sets out at para 3.2 a series of requirements for the satisfactory design and integration of taller buildings into the surrounding area. The proposed development has sought to address the following.

At the scale of the relevant city/town:

- Development proposals incorporating increased building height to provide a transition from neighbouring developed areas and to emphasise the landmark/gateway qualities of Block B0. This ensures the scale and character of development is appropriate at street level, especially adjoining Golf Lane and in proximity to Glenamuck Road. The northeast-southwest orientation of the taller buildings also helps to minimise intrusion upon long-distance views towards the Dublin mountains from north of the M50 motorway. However, there are no designated views that the development might interfere with.
- The proposed development aims to make a positive contribution to place-making by incorporating a series of new streets and public spaces, using massing and height to achieve the required densities but with significant variety in scale and form to respond to neighbouring developments, ensure plenty of light reaches open spaces within the development, and to create visual interest in the streetscapes outside.

At the scale of district / neighbourhood / street

- Trees are retained at parts of the site perimeter and significant new tree planting within the site and adjoining Golf Lane will promote the character and quality of the new streetscape and aid the integration of the new buildings.
- The proposal is not monolithic and avoids long, uninterrupted walls, using step-back in the elevations and a rhythmic variation in building height to provide variety alongside a cohesive design approach. Materials and detailing add to the variety and add distinction to Block B0 in particular,
- The design and height of the proposed buildings are an appropriate response to this strategic location and its immediate context, enabling additional height in development form to be favourably considered in terms of enhancing and reinforcing this location as a distinct neighbourhood and destination within the wider urban area.
- The proposal makes a positive contribution to the improvement of legibility in the wider urban area by way of new development that complements the neighbouring residential areas and neighbourhood centre, and establishing a landmark/gateway building to emphasise its presence and character. In this way, it positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the pre-application stage for this SHD application, Item 1 of the response from An Bord Pleanála sought clarification of the rationale for building height, in terms of its overall strategy, its relationship to neighbouring development and how it features in local and strategic views from the surrounding area.

Sections 4 and 5 of the Architectural Design Statement set out in detail the design approach to height, built form, massing and layout, and to other aspects of the proposed development. Those points are not repeated here, but some of the key aspects of the design approach can be summarised as follows.

Building layout retains some of the perimeter trees and hedgerows as a setting to new buildings and as a 'soft' transition to adjacent residential areas and road corridors. The layout also encloses substantial landscaped spaces within the site as a communal setting and amenity space for residents, while also providing separation and privacy for occupants of the buildings. Refer to Figure 6.3 above.

Four-storey blocks provide low-level visual connectivity between taller buildings and enclose the internal courtyard spaces at a more human scale than the taller blocks. They also echo established height in the surrounding developments typically 3-5 storeys high. These low blocks provide openness and visual separation between the taller blocks, allowing light and views of the sky to permeate between the taller blocks. This helps the internal spaces and neighbouring residential areas to avoid an overbearing presence of taller buildings. The significant variety of building heights also creates a dynamic skyline and depth/permeability within the elevation from most vantage points.



The scale and massing of the proposed development responds to the opportunity presented by the site for taller buildings to establish a presence at a key node on the motorway network which provides a southern gateway into Dublin City and access to the emerging neighbourhood centre 'The Park' at Carrickmines. The scale of development responds to existing office/retail park (up to five commercial storeys) and permitted development at 'Q3' of The Park at 3-6 storeys. Refer to Figure 6.11 below.

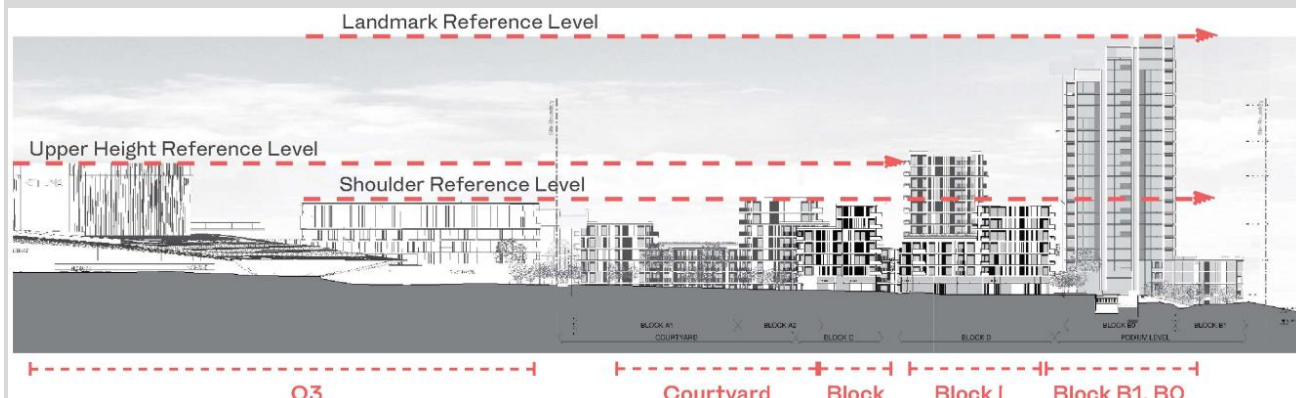


Figure 6.11: Height response to the adjacent neighbourhood centre 'The Park' (illustration by Henry J Lyons).

Taller buildings are set out to provide a structured increase in height, beginning at 4-6 storeys at the junction of Glenamuck Road and Golf Lane, graduating upwards towards the motorway and peaking at 18-22 storeys. This creates a transition from lower height adjoining existing residential / public areas towards maximum height as part of a landmark statement within the wider urban landscape.

The effects of the proposed development upon landscape character and as seen from the surrounding area is set out below.

## 6.9 PREDICTED RESIDUAL EFFECTS OF THE PROPOSED DEVELOPMENT

### 6.9.1 Construction Phase

Site hoardings, contractors' compounds and the storage of materials and waste will have a low visual negative impact in the short-term upon a localised area immediately surrounding the proposed development site.

The loss of trees from within the site and at some site margins are likely to have a medium- or long-term slight or moderate negative visual impact upon views from Golf Lane, from Glenamuck Road where it adjoins the site, in views from around Junction 15 of the M50 and potentially in views from Carrickmines to the north of the M50. New landscaping to the proposed development will incorporate tree planting that will mitigate these visual effects in the medium- to long-term by replacing previously lost tree cover.

Basement excavation, including the operation of plant and the removal of waste material from site, will have a temporary low negative visual impact upon a localised area immediately surrounding the proposed development site.

The presence of tower cranes and the subsequent emergence of unfinished building frameworks will extend visual effects beyond the local area, notably along the M50 in both directions, along Ballyogan Road to the west, along parts of Glenamuck Road to the south, and to views from Carrickmines and Cherrywood to the north and east. Short-term visual effects are likely to be slightly or moderately negative in views from the wider area, increasing to highly negative in nearby views.

In the later stages of development when most construction activities move indoors, new building envelopes will be complete and will begin to make a more positive contribution to the local urban landscape. Visual impacts will reduce to a more localised area and will reduce to slightly or moderately negative impacts.

Upon completion, all negative visual impacts arising from construction will cease.

### **6.9.2 Landscape Character**

The character of the existing site will undergo a significant change as a result of the proposed development. Where mature gardens and trees define the principal character of the current site, which make a positive contribution to local landscape character, former houses will be replaced with a new built environment comprising a series of apartment blocks set amongst formal landscaped spaces that provide both access and amenity space for residents. Retention of some of the perimeter trees, particularly along the north-western and southern boundaries, will provide a mature landscape setting from day one, as will the immediate setting of existing gardens adjoining south of the site.

New buildings will complement nearby recent and proposed developments of housing, apartments, offices retail and leisure by way of their contemporary character and as part of the composition of this new urban neighbourhood emerging at Carrickmines. While being a cohesive part of this new urban area, the proposed development will contribute its own unique character to the neighbourhood by way of its individual architectural style and the prominent scale and detail of Block B0 as landmark and gateway building.

This profound change to the character of the site itself will be moderately positive, where the loss of existing trees and gardens will be offset by new tree planting and the creation of new public and communal open spaces as a setting for a series of striking new residential buildings that together complement the surrounding neighbourhood.

The impact of the proposed development on the wider landscape will also be moderately positive. As part of a new emerging urban neighbourhood at Carrickmines, with Cherrywood similarly emerging a short distance to the east, and located on the M50 corridor at junction 15, the proposed development takes the opportunity its prominent position to mark the gateway into this area from the motorway. The taller buildings, and particularly Block B0, will be visible on the approaches from both directions along the motorway, as well as from parts of Glenamuck Road North/South and Ballyogan Road, signalling the new Carrickmines neighbourhood as a destination. It will provide a focal point for the neighbourhood and provide a sense of arrival/orientation on the future new link between Carrickmines and Cherrywood.

The character of the proposed development will contrast with some of the neighbouring areas, notably the residential neighbourhoods within Carrickmines Little to the north and the more established parts of Carrickmines Great to the south. However, the proposed development's character is complementary to its more immediate surroundings where existing and future commercial, retail, employment and residential developments occupy neighbouring lands to the northwest and southwest in particular. The effect will be a moderately positive impact upon landscape character.

### **6.9.3 Visual Impacts**

A series of Photomontages is provided in a separate booklet by Visual Lab that help to demonstrate the anticipated visual impacts arising from the proposed development. These are briefly discussed below in terms of the sensitivity of the view, the character and magnitude of change arising from the proposed development and the resulting visual impact. An index to the photomontage is also provided at Figure 6.12 below.

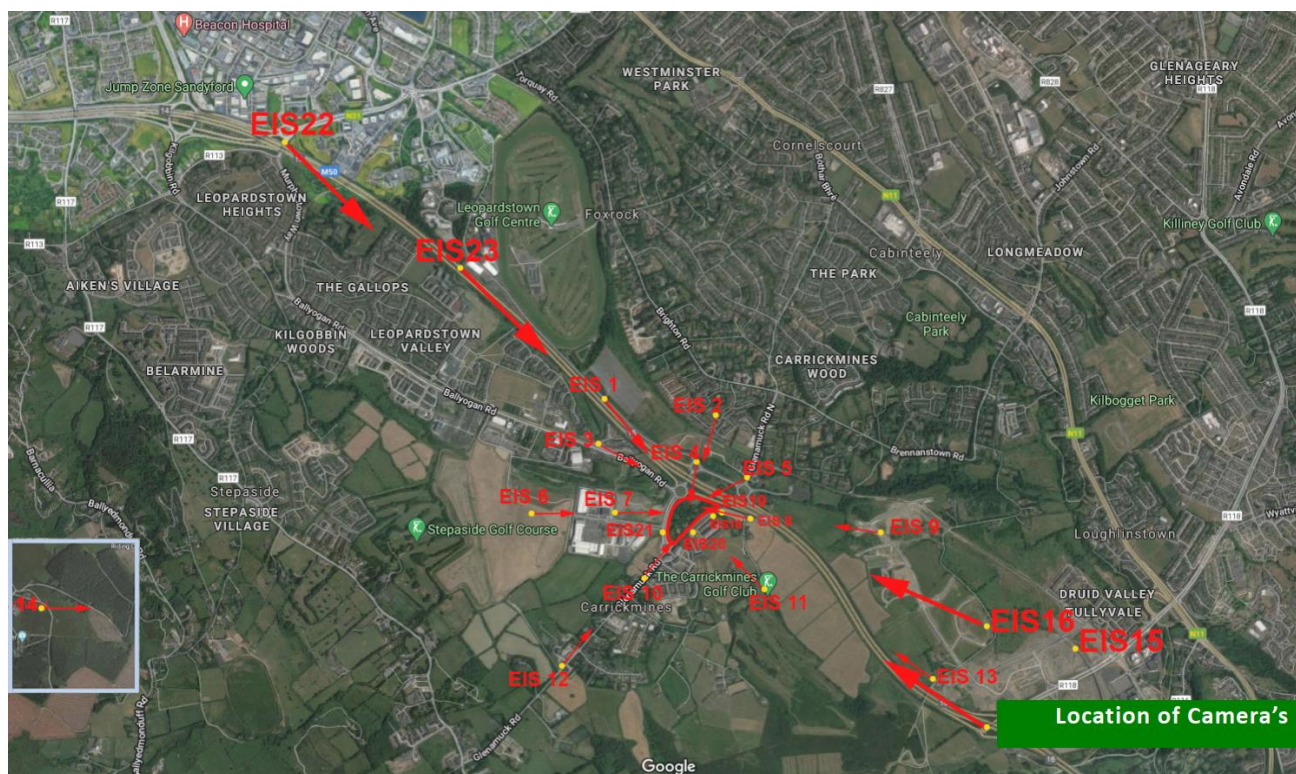


Figure 6.12: Photomontage location plan

### ***M50 corridor (western approach)***

View 22 (existing) shows the vista southeast along the M50 corridor from the overbridge between Central Park and Leopardstown Heights, approximately 3.0km from the site and adjoining Junction 14. The motorway carriageway, lighting and LUAS bridge dominate the view with a strong urbanising influence, while the outlook beyond the motorway is well populated with mature trees. With such a strong influence from the motorway, this view has a low sensitivity to the proposed development.

View 22 (proposed) demonstrates that the proposed development is not visible from here, as indicated by the red outline of the proposed buildings against the foreground trees. There will be no visual impact from the proposed development upon this view.

View 23 (existing) shows the vista southeast along the M50 corridor from the overbridge between Leopardstown Racecourse and Leopardstown Valley, approximately 1.75km from the site. This view has a predominantly green outlook incorporating the racecourse itself, mature hedgerows and trees along the motorway margins and distant views to the edge of the Dublin Mountains. Pockets of low-rise residential development are glimpsed between the trees in the foreground. However, the busy motorway carriageways dominate the centre of the view while lighting columns and motorway gantries frequently interrupt the view, together resulting in a strong urbanising influence. Sensitivity to the proposed development is low.

View 23 (proposed) illustrates the proposed development as a distinct new urban element terminating the vista along the motorway corridor. Block B0 is prominent as a landmark building standing tall above the existing horizon, with a distinctive stepped roofline and strong vertical grain. To the right of it the upper floors of adjacent Block A3 stand slightly above the horizon with part of Block d in the background. Similarly a glimpse of Block A2 occurs further to the right, below the horizon, with part of Block C in the background. The slender form and stepped roofline of Block B convey a distinct character and provide a focal point that signals a potential destination for this route. It leaves views of the Dublin Mountains uninterrupted from this vantage point. The magnitude of change is minor and there is a slightly positive visual impact as a result.

View 1 (existing) is taken from part of the on/off slip road to the northern side of the M50, northwest of the site. It is presently a low value landscape, being part of a somewhat sterile road corridor with disturbed but undeveloped land to the left and the M50 corridor to the right. The site lies behind/left of the motorway gantry with trees within the site and on the hill behind. There is no focal point or evident destination in this view. Sensitivity to the proposed development is low.

View 1 (proposed) introduces Block B0 as a landmark building that terminates this view, with Block A3 visible to its right. The rooftops of other Blocks within the site are just discernible too, while the rooftops of nearby houses are also glimpsed to the right. The slender form and stepped roofline of Block B convey a distinct character and provide a focal point and destination for this route. The magnitude of change is minor to moderate and there is a slightly positive visual impact as a result.

View 4 (existing) illustrates a view from Glenamuck Road North at the M50 junction 15. Behind the roadside hedgerow and fence lies the trees within the mature gardens within the existing site. To the right beyond the roundabout and motorway bridge some of the existing buildings within The Park neighbourhood centre are visible. Part of the Dublin Mountains in the distance form a backdrop to this view. There is value in the view to the mountains from here, but otherwise this is a low quality landscape with low sensitivity to the proposed development.

View 4 (proposed) illustrates the proposed development as a distinctive new urban element in the landscape. Block B0 is the tallest building, serving as a landmark at this gateway location. Block A steps down from its towards the right while Block D steps down behind it, both making a transition of scale towards neighbouring areas. Block B displays a strong vertical emphasis that promotes its slenderness. In due course, this view will also contain further urban development at The Park neighbourhood centre to the right, which in conjunction with the proposed development will frame the view towards the Dublin Mountains in the background. The magnitude of change is major, where the loss of trees within the site is not evident but the introduction of new distinctive buildings strengthens the sense of place and arrival. Visual impacts are considered highly positive as a result.

### ***M50 corridor (eastern approach)***

View 18 (existing) illustrates the view from the Stonebridge Road bridge crossing the M50 at Laughanstown, 3.25km from the site. The motorway corridor is sweeping and framed by young trees on the cuttings, with a distant urban horizon in the background. Fields on rising ground lie to the left between the viewer and the proposed development site. Despite the urban character of the motorway itself, the perception of surrounding countryside dominates. There is no significant value to the landscape and sensitivity to the proposed development is low.

View 18 (proposed) introduces Block B0 as a distinctive new focal feature to this vista, with parts of Block A to the left of it. It introduces a distinctly urban character to the view, despite the small magnitude of change in the wider view, which shifts the perception of the motorway's context from rural to urban edge. This is a slightly negative effect, but the proposed development also provides a landmark, a focal point that provides orientation and signals a potential destination along the road corridor, which are positive attributes. On balance, visual impacts are considered to be slight and neutral.

View 17 (existing) illustrates the vista along the M50 motorway corridor looking northwest from the R118 overbridge at Junction 16 (Cherrywood), approximately 2.0km from the site. The carriageways dominate the view, which is also punctuated by the bridge, lighting columns, pylons and gantries. While the outlook to the left (south) is very green, dominated by mature trees, land to the right has been disturbed by early preparation for development at Cherrywood, which will soon see a new commercial urban edge to the north side of the motorway. Sensitivity to the proposed development is low.

View 17 (proposed) illustrates the proposed development as a new urban element in this view. Block B0 lies between the pylon and gantry, its solid slender vertical form in contrast to the functional engineered form of the structures framing it. The upper floors of Blocks A3, A2 and D can be glimpsed between the intervening structures but their presence is imperceptible from this particular vantage point. The proposed development draws the viewer's eye slightly and signals a nearby destination for the motorway, but the magnitude of change to this view is low and visual impacts are imperceptible to slight and neutral.

View 13 (existing) illustrates the vista northwest along the M50 motorway corridor from the bridge visible in View 17 (see above), approximately 1.6km from the site. The view encompasses extensive mature vegetation along the motorway margins and beyond the fields to the left (south), punctuated mostly by lighting columns and gantries. Taller buildings at Central Park define the skyline in the far distance. The motorway itself dominates and urbanises this view, while future development within the Cherrywood SDZ will bring a new commercial urban edge to the landscape on the right (north) of the motorway. Sensitivity to the proposed development is low.

View 13 (proposed) illustrates the proposed development as a new urban feature of the landscape, where Block B0 stands tall and prominent at the skyline accompanied by the upper parts of Blocks A3 and A2 to the left. This small cluster of buildings compliments the urban character of the motorway and the distant landscape in the background. It is also likely to complement the more urban character of future development in the foreground to the right of the motorway. It provides a strong visual focus and alludes to a destination, though the motorway itself appears to sweep away from it from this vantage point. The magnitude of change is low and visual impacts are slight and neutral.

### **Cherrywood**

View 9 (existing) illustrates a view from the western edge of the Cherrywood SDZ, east of the site. The road infrastructure indicates significant future change is anticipated in the near future, which is likely to obscure this view – a mix of high density residential, employment and school uses are proposed in this location. In the meantime, the view extends across the M50 motorway towards the site, both of which are screened from view by intervening topography and trees, with part of the Dublin Mountains in the background. There is short-term value in the view to the mountains, before the foreground is built up, but otherwise this view is of low value.

View 9 (proposed) features a glimpse of Block B0 with parts of Block A visible behind it, though these also happen to lie behind an intervening tree from this particular vantage point. The proposed development is a minor interruption to the view to the mountains, while also adding depth to the view by signalling the presence of another character area and potential destination between the foreground and background. Short-term visual impacts will be slight and neutral, while in the long term there is likely to be no view of the proposed development due to intervening buildings, and no visual impact from it as a result.

View 15 (existing) is taken from the Cherrywood LUAS stop. The immediate foreground is urban in character, with disturbed ground behind it signalling imminent future development. A mature hedgerow defines the immediate skyline while out of shot to the left is a distant view to the Dublin Mountains. This is a changing landscape which will take on a complete change of character as the Cherrywood development progressed. This location lies within land zoned 'town centre' within the SDZ and will be surrounded by buildings. Sensitivity to the proposed development is very low.

View 15 (proposed) demonstrates that the proposed development will be entirely screened by intervening topography, as indicated by the red outline set against the rising land in the middle ground. There will be no visual impact from the proposed development as a result. If intervening ground levels are reduced to accommodate future development at Cherrywood, it will be for the construction of buildings that will continue to screen the proposed development from view.



View 16 (existing) is taken from the major public open space at the heart of the Cherrywood SDZ, which is open, green and slightly elevated above some of the surrounding area. There are glimpses of the city beyond through the trees, but the green and open landscape of the Dublin Mountains draws the viewer's eye to the left. The M50 motorway is nearby, its presence signalled by lighting columns along it and road noise. The amenity of the open space and the view to the Dublin Mountains afford this view a moderate sensitivity to the proposed development.

In due course will be surrounded by residential development and a school. Residential development here is designated RES2 in the SDZ scheme and is likely to be at the higher end of its range of 45-70 units per hectare on account of its position overlooking the open space (Objective PD3 in the SDZ scheme). This suggests taller apartment development rather than houses, which may screen views from the park towards the proposed development site, which will establish an urban edge to the park. The principle of new urban development surrounding the park indicates a future urban context in which this view will have a low sensitivity to the proposed development.

View 16 (proposed) illustrates the proposed development as a small cluster of buildings beyond the park and intervening motorway. Block B0 stands tall as the main focal point, with its distinct roofscape, slender form and vertical grain distinguishing it from the lower buildings within the remainder of the proposed development, where the uppermost floors of most buildings are visible just above the intervening trees. The lighter coloured materials of the lower buildings allow them to blend little more into the sky surrounding them, while the contrasting darker materials framing the elevations of Block B0 lend it a distinct character, reinforcing its role as a landmark building. While these buildings comprise the principle urban forms visible in this view, they do not interrupt views of the Dublin Mountains and provide a complementary backdrop to the park. While a prominent urban feature in the landscape, its position lies comfortably at the junction between the sweeping uplands to the left and the low-lying urban plain beyond and to the right. The future framing of this view with residential development surrounding the park will reinforce a layered landscape, comprising parkland foreground, urban middle-ground incorporating the proposed development, and an open upland landscape as a background to the left. Visual impacts arising from the proposed development will be slight and neutral.

### **Golf Lane**

View 11 (existing) illustrates a view from within the grounds / car park of the Golf Club, which lies towards the top of the low hill southeast of the site. The grounds are well enclosed on this side and the topography orientates this area northeast rather than northwest towards the site. The telecoms mast is a distinctive negative visual element in this view and there is generally a low value to this view. Susceptibility to the proposed development is low.

View 11 (proposed) introduces a glimpse of the upper part of Block B0 and the top floor of Block A3 behind the trees / hedge at the centre of the view. While indicating these may be glimpsed in a similar manner from elsewhere in the area around the club, the magnitude of change appears to be imperceptible or minor and visual impacts slight and neutral.

The approach to the golf club is along Golf Lane, from where View 8 (existing) is taken. This vantage point also represents a view from part of the planned link road to the Cherrywood SDZ. The outlook is mostly green, though the M50 motorway (slip-road) lies behind the fencing at the right of this view, evident from the noise and lighting columns, while the sweeping road in the foreground has no evident destination at this point. The view has a low value and low sensitivity to the proposed development.

View 8 (proposed) illustrates a major change to this view with the introduction of the proposed development. Block B0, as the tallest building, provides a focal point, while Blocks A3, D, and C step down to the left of it, providing context and transition to the surrounding landscape. The strong vertical emphasis of the distinctive

detailing in Block B is evident from this view, providing complementary contrast to the neighbouring blocks. Block B1, at only four storeys, is partially visible at the foot of Block B0, beyond the trees. The view is significantly enriched by the introduction of the proposed development, including a distinctive landmark building, and visual impacts are considered to be moderately positive.

View 19 (existing) extends southwest along Golf Lane directly in front of the proposed development site. Existing mature trees define one part of the character of this road – out of sight to the left is three-storey modern housing at Blackberry Hill / Knockree. The trees lie at the margins of the proposed development site and their retention will help to minimise visual impacts upon the road corridor and neighbouring houses. This view has a low to moderate sensitivity to the proposed development.

View 19 (proposed) illustrates a subtle change to this view where the site entrance is introduced as a small gap in the trees. A glimpse of Block C is visible through this gap and is likely to be a little more visible in winter without leaves on some of the trees. The scale of development will be a modest step up from the adjoining houses and the contemporary character of Block C will also complement that of the existing houses. Visual impacts will be slight and neutral.

View 20 (existing) illustrates the open landscaped entrance to Blackberry Hill and Knockree from Golf Lane, looking directly towards the proposed development. A mix of evergreen and deciduous trees at the site boundary provide a backdrop to this view, without evidence of the motorway junction beyond. The view is suburban in character and has a low to moderate sensitivity to the proposed development.

View 20 (proposed) illustrates a major change to this view as a result of the proposed development. Many of the trees lining Golf Lane will be retained as a landscape buffer between the proposed development and existing residential area. These are supplemented by additional tree planting and other landscaping, providing a transition to Blocks C and D (centre and right) while Blocks A1 and A2 are set further back to the left, all of which introduce contemporary buildings of 4-8 storeys high. Beyond them Block B0 is set back and defines a focal point for this new urban outlook, its distinctive form and materiality giving it a unique identity, while Block A3 is almost entirely hidden by the intervening buildings. This cluster of new buildings in a landscape setting provides a dynamic and attractive urban landscape that is a major magnitude of change to this view, but is complementary to the existing suburban landscape from which it is viewed. Visual impacts are major but neutral.

### ***Carrickmines Little***

View 5 (existing) illustrates a view from Glenamuck Road North at its junction with the on/off slip road to the M50. As well as encompassing the large roundabout in the foreground, rows of new housing lie left of centre with the proposed development site to the right, appearing somewhat isolated. Fields to the left and the Dublin Mountains in the distance to the right provide a rural context to this view. Permitted development at The Park in Carrickmines may also feature at the left of this view in the future. There is value in the view to the mountains from here, but otherwise the value of the more immediate landscape is low.

View 5 (proposed) illustrates the effect of introducing the proposed development as a moderate to high magnitude of change. Block B0 is prominent as a landmark building, with Block A stepping down behind it and Block D to the left. The lower blocks provide a visual context for Block B0 and a transition to neighbouring existing housing. The visual focus has shifted away from the mountains in the background towards the buildings in the middle/foreground, but does not further obscure the mountains from view. The proposed development adds depth and variety to this view, complementing the neighbouring housing and expanding the perception of a new residential neighbourhood beyond the intervening trees and motorway, now reading as a distinct destination. Visual impacts are considered to be moderately positive.

View 2 (existing) illustrates a rare public view towards the proposed development site from the suburbs north of the M50 motorway at Carrickmines Little. Traditional forms of houses are strung along a network of streets with

pockets of open space at intervals, such as the one illustrated here. The M50 Motorway corridor lies out of view beyond but with glimpses between the houses to new development at The Park in Carrickmines and the Dublin Mountains beyond. Permitted future development at The Park will be partially visible and will introduce a slightly more urban context to the view beyond the intervening houses. These green and leafy residential suburbs have a moderate landscape value and sensitivity to the proposed development.

View 2 (proposed) illustrates a moderate magnitude of change as the proposed development features left of centre beyond the intervening houses. Block B0 and parts of Block A now form part of a more urban backdrop between the intervening houses and the hills in the background (permitted development at The Park at Carrickmines will also contribute to this). The scale and contemporary character of Block B0 is a distinct contrast to the foreground houses and punctuates the skyline, drawing the viewer's eye. Given its urban contrast to the prevailing suburban character of the foreground and the distant rural backdrop, the proposed development is likely to have a moderately negative visual impact in this glimpsed view.

### ***Carrickmines Great***

View 12 is taken from Glenamuck Road South, at the southern end of Carrickmines Great. New housing provides part of the roadside context, but beyond the immediate foreground the road is lined by trees, obscuring views beyond.

View 12 (proposed) illustrates the position and scale of the proposed development as a red line against the intervening trees, demonstrating that there will be no view of the proposed development and no visual impacts arising as a result.

View 10 (existing) illustrates the view from adjacent to Carrickmines Manor on Glenamuck Road south, in close proximity to the proposed development site. This is a fairly urbanised view, with apartments to the right, The Park to the left (out of view) and the suburbs of Carrickmines Little in the background. The proliferation of lighting columns in this view along with the sound of traffic in the background signal the presence of the motorway nearby. The proposed development site terminates the vista along this road. While the trees within the site have landscape value, there is no significant value to the view as a whole and sensitivity to the proposed development is low.

View 10 (proposed) illustrates the proposed development as a series of buildings stepping up and away from the viewer, beyond a band of retained trees in the foreground. The height transition helps to integrate the proposed development with its surroundings, stepping down towards the adjacent roads while also building on the height already established by nearby apartment buildings. The detail of the proposed buildings is clearly evident at these close quarters, where the contrasting proportions and materials break down the overall development into a series of smaller elements, minimising the perception of mass and scale. The magnitude of change is moderate, terminating the view at the top of Glenamuck Road South and consolidating an emerging urban landscape in this location. Visual impacts are considered to be moderately positive.

View 21 (existing) illustrates the view northeast from Glenamuck Road adjoining the entrance to The Park neighbourhood centre. A clipped hedge lies at the central reservation with fencing and mature trees beyond defining the boundaries and grounds of private houses adjoining the proposed development site. Glimpsed at the left of the view is part of Junction 15 of the M50 motorway, with housing at Carrickmines (Brighton Avenue and surrounding streets) below the distant tree-lined horizon. The busy road and context of the surrounding urban development lends this view a low sensitivity to the proposed development despite the green landscape of mature gardens in the foreground.

View 21 (proposed) illustrates a moderate magnitude of change to this view through the introduction of Blocks A1-A3 and Block B0, which are aligned with the viewer and step up steadily in height. The lighter colour material used for Blocks A1-A3 lend them a lightness of character that softens their appearance against the backdrop of



the sky, while the distinct staggered elevations and roofscape of Block B0 are reinforced by the darker materials used to frame the building outline. The angle of view plays down the height of Block B0 but its form and materiality reinforce its presence as a landmark building. The intervening mature gardens continue to provide a landscape setting and emphasise the separation between the road corridor and the proposed development. Visual impacts are moderate and neutral.

### ***The Park and Ballyogan***

View 7 is taken from the centre of The Park neighbourhood centre, looking along the formal boulevard towards its entrance. To the right are existing office buildings, while to the left is the final quadrant for development which has planning permission and will feature extensive new buildings – supermarkets, retail, leisure, offices and residential; this view will become significantly more urbanised than it is even now. Trees that terminate the view at present lie south of the proposed development site. While the boulevard itself has some landscape value, the value of this landscape as a whole is low and sensitivity to the proposed development is also low.

View 7 (proposed) illustrates the proposed development towards the left of this view, beyond the adjoining future development site. Intervening trees partially screen the development from view, with proposed Block B0 featuring significantly while Block A is glimpsed between/beyond the trees. Most of the detailing of Block A is hidden from view, while the stepped roofline and strong vertical emphasis of Block B are its defining features. The proposed development is complementary to the viewer's immediate context of existing and future mixed use development. The magnitude of change is low to moderate and visual impacts are considered neutral.

View 6 is taken from the new park at Ballyogan immediately west of The Park neighbourhood centre, which this view overlooks and where the foreground retail warehousing units dominate the view. As a former landfill site, it is elevated and offers a relatively wide view across the surrounding area. Leafy suburbs north of the M50 motorway lie to the left, with Killiney Hill in the background, while rising ground towards the golf club lies to the right. There are no special qualities to this landscape, and the retail park and pylon have a negative impact upon landscape character in this view, so value is low and sensitivity to the proposed development is low.

View 6 (proposed) illustrates the proposed development in context where Block B0 and the upper floors of Block A are clearly visible beyond The Park as distinctive new elements. The existing skyline is punctuated at a low level by existing buildings within The Park; the proposed development, Block B0 especially, extends the built horizon significantly upwards in the background to The Park, to establish a distinctive presence as a new landmark building. This extends the visual extent of distinctly urban development in the fore/middle ground and draws the eye. In the current absence of further development where current permitted or zoned, the relative isolation of the proposed development has a slightly negative visual impact. However, the future development of the last quadrant of The Park will add significantly to the setting of the proposed building, creating a more extensive and cohesive cluster of buildings, within which the proposed development will be a focal point, with a neutral or slightly positive visual impact.

View 3 illustrates a typical view from Ballyogan Road, which is a broad transport corridor incorporating both the road and LUAS trackway. It is a predominantly hard and often cluttered landscape due to the extensive paving and overhead power lines, with relatively little soft landscaping to accompany it. Building in this location or very low-rise and low-density, weakly framing and out of scale with the road/LUAS corridor. This is a poor urban landscape with low value and low sensitivity to the proposed development. Significant change will occur in this view as a result of the permitted development at Quadrant 3 of The Park, which will lie to the foreground of the proposed development site.

View 3 (proposed) illustrates the proposed development offset to the right side of this vista beyond the intervening trees and houses. Block B0 is the principal feature accompanied by partial view of Block A3 (mainly). The proposed development provides a focal feature in this vista and gives a sense of a potential destination beyond the immediate environment. The slender vertical nature of Block B0 echoes the gantries for the LUAS

power lines and reinforces the prevailing hard urban character of this landscape. In the absence of other taller buildings, the proposed development appears slightly intrusive and has a slightly negative visual impact. However, future permitted development at The Park will also feature in the middle ground of this view, with which the proposed development will create a visual cluster and signal the presence of the neighbourhood centre which is currently screened from view. In that future context, the proposed development will have a neutral or lightly positive visual impact as part of a more extensive and cohesive new urban neighbourhood.

### **Dublin Mountains**

View 14 (existing) illustrates the expansive views available across the Greater Dublin Area from the rising ground and peaks within the Dublin Mountains, encompassing a broad range of built character within the urban area below and extending to the distinctive coastline in the distance, with Killiney Hill a distinctive landmark. The Park neighbourhood centre is visible between the trees left of centre along with recent development at Carrickmines Manor and Carrickmines Green to the right. Similarly, land a short distance beyond and right of the proposed development is the Cherrywood SDZ, which will also undergo major urban development in the future. The value of this view and others nearby is high, but with such an extensive urban outlook, sensitivity to the proposed development is moderate to low.

View 14 (proposed) illustrates the proposed development as a series of relatively tall buildings centre left of this view just beyond The Park at Carrickmines. The sequence of building height steps upwards and away from the viewer with the landmark Block B0 at its apex. Between the proposed development and The Park is an area with permission for completing the last quadrant of The Park, which will in due course provide additional built context for the proposed development. The magnitude of change is slight but significant in terms of the distinct building heights which contrast with much of the surroundings. In the short term, visual impact may be considered slightly negative, but with the future context of The Park at Carrickmines and other future urban development on nearby zoned lands, the proposed development will be part of a much wider contemporary urban neighbourhood, which is due course will be joined by the Cherrywood SDZ, at which point the proposed development is likely to have a slightly positive visual impact by contributing to a major new contemporary urban area.

## **6.10 MONITORING**

During the operational phase of the proposed development, impacts upon landscape character and visual amenity will be minimised through high standards of ongoing maintenance and management of buildings, open spaces and soft landscaping.

## **6.11 REINSTATEMENT**

Hard and soft landscaping will form part of the later stages of development. While most of soft landscaping will be focussed upon the new courtyard spaces, a mix of hard and soft landscaping will complete the interface between the proposed development and adjacent streets. The result will be a seamless landscaped transition from Golf Lane and Glenamuck Road to the proposed development.

## **6.12 INTERACTIONS**

### **6.12.1 Biodiversity (Chapter 5)**

An enhanced riparian environment along the Ballyogan Stream will be complemented by grassland, trees and shrubs within the wider park to provide new and enhanced habitats for a broad range of wildlife. Opportunities for observation and interpretation of wildlife serve as passive forms of recreation while the semi-natural aesthetics of the park will provide a pleasing contrast to the formal landscape and urban environment adjoining the park.

Green roofs to the buildings will serve as multi-function green infrastructure. In addition to reducing the visual impact of buildings from elevated vantage points such as in the Dublin Mountains, the green roofs will provide habitats for invertebrates and foraging/nesting birds.

Biodiversity and landscape objectives and outcomes are therefore mutually supportive and positive.

#### **6.12.2 Archaeology and Cultural Heritage (Chapter 4)**

No buildings or structures of heritage value have been identified as being present on or directly adjacent to the proposed development site. The site partially lies within the zone of notification for Carrickmines Castle and associated features (DU026-005), a National Monument in local authority ownership. No structures of architectural or cultural heritage merit will be impacted by the proposed development and no additional features of merit were identified during the field inspection or in the documentary, cartographic and aerial photographic sources. No properties or structures considered to be of architectural heritage merit will be directly, i.e. physically, impacted by the proposed development area.

#### **6.13 DIFFICULTIES ENCOUNTERED IN COMPILING**

There were no difficulties compiling this chapter.

#### **6.14 REFERENCES**

- National Planning Framework, Project Ireland 2040 (DoHPLG, 2018)
- Urban Development and Building Heights, Guidelines for Planning Authorities, (DoHPLG, 2018)
- Dun Laoghaire Rathdown County Development Plan 2016-2022
- Ballyogan & Environs Local Area Plan 2019-2025 (2019)
- Cherrywood Strategic Development Zone (DLR Co. Co. 2014, updated 2018)
- Draft Guidelines on Information to be Contained in an Environmental Impact Statement (EPA 2017)
- Advice Notes on Current Practice (in preparation of Environmental Impact Statements) (EPA 2003)
- Guidelines for Landscape and Visual Impact Assessment, Third Edition (LI and IEMA, 2013)
- Google Maps
- Bing Maps

## **APPENDIX 6.1: PHOTOMONTAGE REPORT PREPARED BY VISUAL LAB**

## Photomontage Methodology

**3D Modelling**  
2D CAD drawings were supplied by Henry J. Lyons Architects. Visual Lab used these drawings to produce a detailed 3D model of the proposed building and associated landscaping. Existing topographical surveys were also provided by Henry J. Lyons Architects.

**Photography**  
All photographs we taken by BML Media using a high resolution Sony 7R2 35mm Camera with a 24 mm Cannon mark 2 shift lens.

A plumb line was used to mark the position of the centre of the camera and to confirm a camera height of 1.6m. A mark was sprayed on the ground at each camera position and a photograph taken of the camera position for reference. Additional detail photographs of the site area and surrounds were also taken for reference purposes using a variety of lenses.

**Survey Information**  
In all cases the camera positions and control points were surveyed by CSS Surveys. Key static points that were visible in the photographs were also surveyed to serve as control points. The camera positions and control points were then related back and aligned into the Base Model (all at National Grid).

**Base Model**  
The provided topographical survey and proposed model were over-laid and aligned to create a ‘Base’ model file. This Base model allowed for the accurate alignment of the proposed buildings, camera positions and reference points. This Base model was updated throughout the design process.

**Photo matching**  
Using 3D Studio Max software a virtual camera was positioned using the camera locations from surveyed information and an accurate fit between the camera and the photograph was achieved by precisely matching the surveyed static features (control points) in the rendering to the corresponding points in the background photograph.

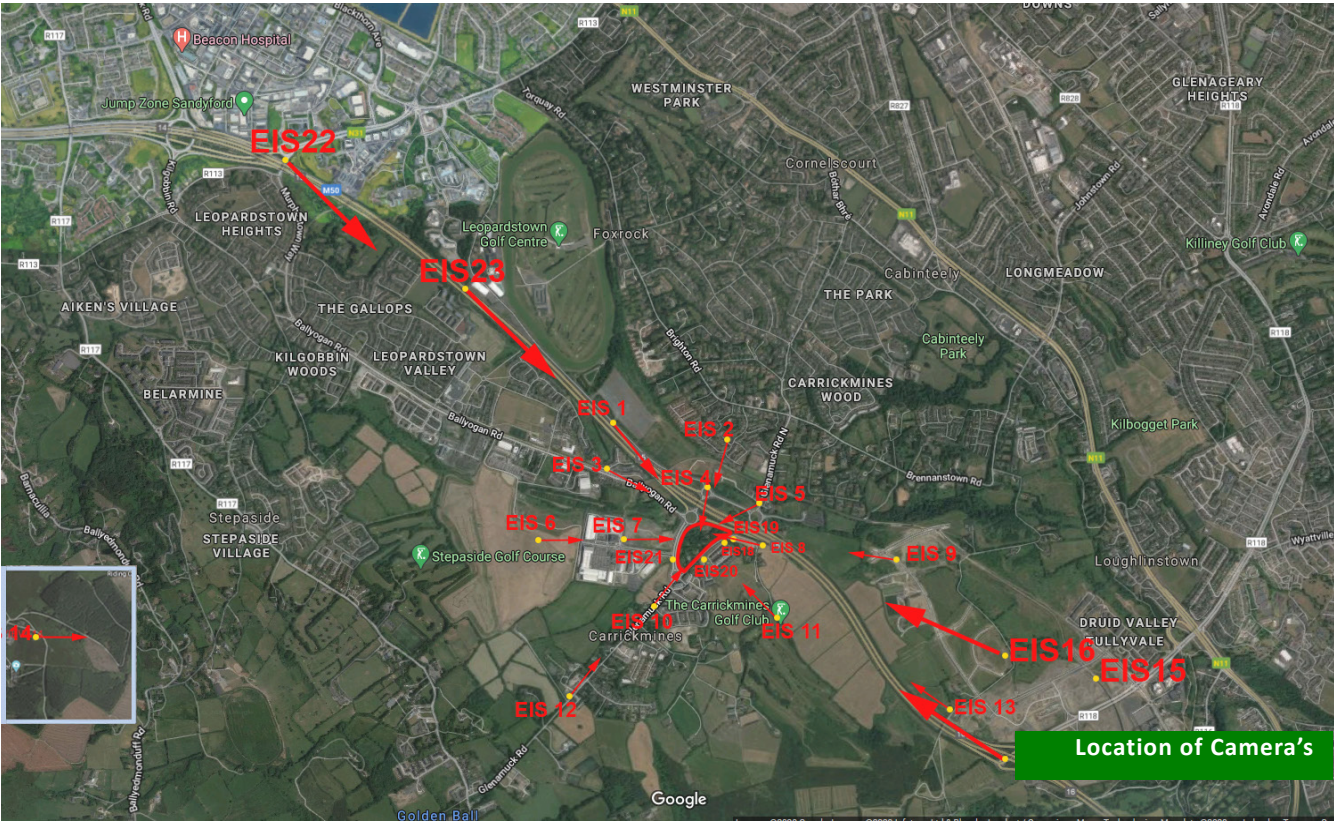
**Rendering**  
The models were textured and rendered using VRAY rendering engine. The materials and lighting were adjusted to try an mimic real work scenarios - building within the scene were used as a reference to obtain valuable visual clues as to how the light would react with the proposed building. A computer image was produced (rendered) and then combined with the background photograph using digital compositing software. Using the detail photographs for reference the images were then cropped to remove any parts that would be screened by existing trees, topography or buildings, leaving only the parts, which would be visible. The photomontages are presented as “proposed”, with additional proposed planting.

**Presentation**  
As photography cannot present what the eye sees in reality, it is intended that the photomontages are used as a tool to aid visual assessment. They should be viewed on site and compared with the real scene.

Each view is presented on 2 sheets:  
Sheet 1 - Existing site pre construction  
Sheet 2 - Proposed scheme

**Conclusion**  
We have outlined our procedure for the generation of the photo-match. We have re-verified our results and we are confident that these images give a fair and true representation of the proposed development.

**Notes**  
Subject to accurate survey information, the position and scale of a building in a scene can be verified mathematically. Whilst position, height and scale will be objectively accurate, subjective judgement must be used when lighting is being assessed and therefore a definitive and objectively verified agreement on lighting is not possible.  
Visual Lab recommends that all parties are mindful that Environmental Statement photomontage should be used as a complement to site based assessment.



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