



Chapter 17
Landscape
(Townscape) & Visual

Contents

17. Landscape (Townscape) & Visual	1
17.1 Introduction	1
17.2 Methodology	1
17.2.1 Study Area	1
17.2.2 Relevant Legislation, Policy and Guidelines	2
17.2.3 Data Collection and Collation	3
17.2.4 Appraisal Method for the Assessment of Impacts	4
17.3 Baseline Environment.....	13
17.3.1 City Context	13
17.3.2 Overview of Route of the Proposed Scheme	13
17.3.3 Landscape, Townscape and Visual Planning Policy	13
17.3.4 Townscape / Streetscape Character	16
17.4 Potential Impacts	19
17.4.1 Characteristics of the Proposed Scheme	19
17.4.2 'Do Nothing' Scenario.....	25
17.4.3 Construction Phase	26
17.4.4 Operational Phase	32
17.5 Mitigation and Monitoring Measures	38
17.5.1 Construction Phase	38
17.5.2 Operational Phase	40
17.6 Residual Impacts	46
17.6.1 Construction Phase	46
17.6.2 Operational Phase	48
17.7 Conclusion	48
17.8 References	50

17. Landscape (Townscape) & Visual

17.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) has considered the potential landscape (townscape) and visual impacts associated with the Construction and Operational Phases of the Blanchardstown to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

During the Construction Phase, the potential landscape (townscape) and visual impacts associated with the development of the Proposed Scheme have been assessed. This included streetscape disturbance, impacts on property boundaries, removal of trees and vegetation, traffic issues and the general visual intrusion of construction activities due to utility diversions, road resurfacing and road realignments.

During the Operational Phase, the potential landscape (townscape) and visual impacts associated with changes to the physical layout of the street, alteration of views and the visual character and changes to the urban realm have been assessed.

The assessment has been carried out according to best practice and guidelines relating to landscape (townscape) and visual assessment, and in the context of similar large-scale infrastructural projects.

The aim of the Proposed Scheme when in operation is to provide enhanced walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along the corridor. The objectives of the Proposed Scheme are described in Chapter 1 (Introduction). The Proposed Scheme, which is described in Chapter 4 (Proposed Scheme Description) has been designed to meet these objectives. The specific objective applicable to this assessment is:

- Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.

The design of the Proposed Scheme has evolved through comprehensive design iteration, with particular emphasis on minimising the potential for environmental impacts where practicable whilst ensuring the objectives of the Proposed Scheme are attained. In addition, feedback received from the comprehensive consultation programme undertaken throughout the option selection and design development process has been incorporated, where appropriate.

17.2 Methodology

17.2.1 Study Area

The Proposed Core Bus Corridor has an overall length of approximately 10.9km and will commence at Junction 3 (Blanchardstown / Mulhuddart) southbound off-slip from the N3. The Proposed Scheme proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Centre the Proposed Scheme is routed onto the N3 Navan Road via the Snugborough Road junction and will follow the N3 and Navan Road as far as the junction with the Old Cabra Road. From here, the Proposed Scheme will be routed along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Proposed Scheme will proceed via Blackhall Place as far as the junction with Ellis Quay, where it will join the prevailing traffic management regime on the North Quays. At the Stoneybatter / Brunswick Street North junction, cyclists proceed along Brunswick Street North, George's Lane and Queen Street as far as Ellis Quay/Arran Quay.

A detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description).

The primary study area is a boundary-to-boundary road / street corridor along the Proposed Scheme, which incorporates the immediately adjoining landscapes, including open spaces, parks, gardens, and other land use areas, together with amenity, landscape / townscape and visual planning considerations. This study area also extends where required to incorporate wider viewpoints to the Proposed Scheme (e.g. views along the Royal Canal).

17.2.2 Relevant Legislation, Policy and Guidelines

The assessment has been carried out with reference to the following legislation, policy and guidelines:

17.2.2.1 Legislation

- Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (the EIA Directive);
- Planning and Development Act 2000, as amended;
- Planning and Development Regulations 2001, as amended;
- Roads Act 1993, as amended, and
- European Landscape Convention 2000.

17.2.2.2 Policy

- Dublin City Development Plan 2016-2022 (DCC 2016a);
- Dublin City Tree Strategy 2016-2020 (DCC 2016b);
- Dublin City Parks Strategy 2019-2022 (DCC 2019);
- Fingal Development Plan 2017 – 2023 (FCC 2017);
- Department of Transport (DoT), National Cycle Policy Framework (DoT, 2009); and
- National Transport Authority (NTA), Greater Dublin Area, Cycle Network Plan (NTA, 2013).

17.2.2.3 Guidelines

- Environmental Protection Agency (EPA) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (hereafter referred to as the EPA Guidelines) (EPA 2022);
- Landscape Institute and the Institute of Environmental Management and Assessment (IEMA) Guidelines for Landscape and Visual Impact Assessment (hereafter referred to as the GLVIA) 3rd edition (Landscape Institute and IEMA 2013);
- Landscape Institute Technical Information Note 05/2017 (Revised 2018) on Townscape Character Assessment (hereafter referred to as the TCA) (Landscape Institute 2018);
- Department of Housing, Planning and Local Government (DHPLG) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (hereafter referred to as the GEIA) (DHPLG 2018); and
- Landscape Institute Technical Guidance Note 06/2019 on Visual Representation of Development Proposals (hereafter referred to as the VRDP) (Landscape Institute 2019).

While the EPA Guidelines (EPA 2022) provide a general methodology, impact ratings and assessment structure applicable across all environmental assessments, the GLVIA (Landscape Institute and IEMA 2013) provides specific guidance for landscape and visual impact assessments. The TCA (Landscape Institute 2018) is a resource for the application of landscape character assessment to townscapes. Therefore, in this chapter, a combination of the approaches outlined in the EPA Guidelines (EPA 2022) and in the GLVIA (Landscape Institute and IEMA 2013), supported by the TCA (Landscape Institute 2018) and the professional experience and expertise of the assessor, is utilised in the landscape and visual assessment.

17.2.2.4 Key Definitions

The following key definitions are relevant to the methodology for the landscape and visual impact assessment:

Landscape: ‘*an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors*’ (European Landscape Convention 2000).

Townscape: ‘*the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open*

spaces' (Landscape Institute and IEMA 2013). Different combinations and spatial distribution of these elements create variations in townscape character. In this assessment 'Townscape' is used to describe built-up areas of a medium to large extents, generally equivalent to neighbourhood scale or larger.

Streetscape: *'The term 'streetscape' refers to the design quality of the street and its visual effect, particularly how the paved area (carriageway and footway) is laid out and treated.'* (Paving the Way, CABE 2002). Streetscape *'is a term used to describe the natural and built fabric of the street'* (Torbay Streetscape Guidelines 2004). Streetscape represents a smaller scale pattern or combination of elements and features than 'townscape' In this assessment 'streetscape' is used to define built up areas of largely public space within the confines of a street or road corridor.

Landscape Character Assessment: *'is the process of identifying and describing variation in the character of the landscape. It seeks to identify and explain the unique combination of elements and features (characteristics) that make landscapes distinctive'* (Natural England 2014).

Landscape Character Types: *'are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur they share broadly similar combinations of geology, topography, drainage patterns, vegetation, historical land use, and settlement pattern'* (Natural England 2014).

Landscape Character Areas: *are single unique areas which are the discrete geographical areas of a particular landscape type. Each will have its own individual character and identity, even though it shares the same generic characteristics with other areas of the same type'* (Natural England 2014).

Landscape and Visual Impact Assessment: *'is a tool used to identify and assess the significance of and the effects of change resulting from development on both the landscape as an environmental resource in its own right, and on people's views and visual amenity'* (GVLIA) (Landscape Institute and IEMA 2013).

Townscape Impact Assessment: *"identifies the changes to townscape character which would result from the Proposed Scheme, and assesses the significance of those effects on the townscape as a resource"* (TCA) (Landscape Institute 2018).

Visual Impact Assessment: *"is concerned with changes that arise in the composition of available views and the overall effect on the visual amenity of an area"* (Landscape Institute and IEMA 2013).

Landscape impact vs. landscape effect: *'Impact'* is defined as the action being taken, whilst *'effect'* is defined as the result (change or changes) of that action, e.g. the 'impact' of the additional green space treatment where a roundabout has been converted to a signalised junction has a significant positive 'effect' on the character of the streetscape.

17.2.3 Data Collection and Collation

Data collection and collation is based on initial desk studies, supported by full route walkovers and augmented by further specific site reviews, along the corridor of the Proposed Scheme, together with the selection and preparation of verified Photomontages of the Proposed Scheme.

Desk studies, which allow for identification of designated and potential significant / sensitive areas, involved a review of:

- Fingal Development Plan 2017-2023 (FCC 2017);
- Dublin City Development Plan 2016-2022 (DCC 2016a);
- Dublin City Tree Strategy 2016-2020 (DCC 2016b);
- Dublin City Parks Strategy 2019-2022 (DCC 2019);
- Historical and current mapping and aerial photography (e.g. Ordnance Survey Ireland, Google Earth, Google Maps);
- Mapping of the Proposed Scheme;

- General Arrangement Drawings (refer to Volume 3 of this EIAR), including chainages referenced throughout this Chapter;
- Other reports and documents relating to the baseline environment, including other chapters of this EIAR and in particular, Chapter 4 (Proposed Scheme Description), Chapter 5 (Construction), Chapter 12 (Biodiversity), Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Review of baseline information, including road infrastructure audits, Tree Survey Plans and Arboricultural Impact Assessment Report, and drone survey imagery; and
- Review of contextual information relating to the development of the Proposed Scheme - Urban Realm Concept Designs (NTA 2020).

Site-based studies, which allow for verification of desk study findings and for analysis of current conditions in the baseline environment, involved:

- Full walkover surveys of the route of the Proposed Scheme;
- Further field surveys to verify conditions at specific areas along the route of the Proposed Scheme; and
- Selection of locations for verified Photomontages of the Proposed Scheme.

The information collected during the desk study and field surveys has been collated and presented in Section 17.3 of this Chapter.

The publicly available datasets listed in Table 17.1 have been consulted in the analysis of the baseline environment. These were accessed in 2020 / 2021.

Table 17.1: Publicly Available Datasets

Source	Name	Description
Ordnance Survey Ireland (OSI)	Geohive	Current and historical mapping
OSI	Geohive	Historical aerial imagery
Google	Google Maps	Mapping and aerial imagery
Microsoft	Bing	Mapping and aerial imagery
EPA	EPA Maps	Environmental datasets
National Parks and Wildlife Service (NPWS)	NPWS Maps and Data	Datasets provides information on national parks, protected sites and nature reserves
Department of Culture, Heritage and the Gaeltacht (DCHG)	Historic Environment Viewer	Database provides access to National Monuments Service Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage (NIAH)

17.2.4 Appraisal Method for the Assessment of Impacts

As noted under Section 17.2.2.4 in preparing the landscape (townscape) and visual impact assessment this Chapter utilises a combination of approaches as outlined in the EPA Guidelines (EPA 2022) and in the GLVIA (Landscape Institute and IEMA 2013), supported by the TCA (Landscape Institute 2018) and the professional experience and expertise of the author.

The EPA Guidelines (EPA 2022) provide a generalised methodology suitable for guiding the range of environmental assessments that are carried out under the EIA process, whereas GLVIA provides guidance that is specifically relevant to landscape and visual impact assessment. GLVIA has been used in this assessment to inform the methodology in direct relation to assessing landscape and visual sensitivity, magnitude of change and effects. In order to provide an assessment of effects which is comparable to other types of environmental assessment it is necessary to use the significance criteria specified in the EPA Guidelines (EPA 2022). A matrix showing the relationship between sensitivity, magnitude and effect significance has been adapted from Figure 3.4 in the EPA Guidelines (EPA 2022) and is shown in Diagram 17.1 Landscape and Visual Impact Assessment

Criteria (refer to Section 17.2.4.2.3). This matrix only differs from the EPA Guidelines (EPA 2022) in that a 'very high' level of both magnitude and sensitivity has been provided, the intention of which is to create an extra degree of definition to help distinguish between impacts that would lead to either Significant, Very Significant and Profound levels of effect. In addition to predicting the significance of the effects, EIA methodology (EPA 2022) requires that the quality of the effects be classified as positive / beneficial, neutral, or negative / adverse.

A detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description). The landscape (townscape) and visual impact assessment has assessed the Proposed Scheme including the provision of the landscape design and urban realms elements.

17.2.4.1 Landscape, Townscape and Streetscape

Existing guidance requires that effects on townscape be assessed separately from the effects on views / visual amenity, although it is accepted that the two subjects are naturally connected.

Landscape for the purposes of the Directive 2014/52/EU, and as defined in Section 17.2.2.4, is an overarching term relating to both rural and built-up (urban) areas. However, use of the term townscape as defined in Section 17.2.2.4, is considered appropriate where it relates to urban or built-up landscapes, such as those relevant to the baseline environment of the Proposed Scheme. For the purposes of this assessment 'Townscape' will be used to refer to medium to large scale areas of built-up landscapes, generally equivalent to neighbourhood scale or larger.

In addition, the Proposed Scheme is a corridor-based scheme utilising primarily existing roads or streets within the existing developed urban or built environment. In this regard terms 'street' or 'streetscape', as defined in Section 17.2.2.4 and below, are also important components of the baseline environment for the Proposed Scheme.

'Street' is defined as:

'a multi-functional space, providing enclosure and activity as well as movement. Its main functions are:

- *circulation, for vehicles and pedestrians*
- *access to buildings, and the provision of light and ventilation for buildings*
- *a route for utilities*
- *storage space, especially for vehicles; and*
- *public space for human interaction and sociability; everything from parades and protests to chance encounters*

Virtually all streets in urban areas perform all of these functions, and often the balance between them will vary along the length of the street. Ideally, all these facets of the street can successfully coexist, but all too often it is one function (especially the movement of vehicles) which has been allowed to dominate. Getting the balance right at the right place is critical because streets are the most important part of the public realm, and thus are fundamental to how we live together in towns and cities.' (CABE and ODPM 2002).

'Streetscape' is defined as:

'The term 'streetscape' refers to the design quality of the street and its visual effect, particularly how the paved area (carriageway and footway) is laid out and treated.' (CABE and ODPM 2002).

'[Streetscape] is a term used to describe the natural and built fabric of the street' (Torbay Council 2004). *'The main indicators of quality, which are the test of successful streetscape, can be listed under six headings:*

- *Comfortable and safe for pedestrians and the disabled;*
- *A street designed to accommodate all sorts of functions, not dominated by any one function;*
- *Visually simple, and free of clutter. Regardless of whether a street is a straightforward or complex space, what matters is the simplicity and clarity of its paving, street furniture, lighting and landscaping;*

- *Well cared for, and where utilities or ‘extraneous’ advertising are subordinate to all other street functions;*
- *Sympathetic to local character and activity context, in design and detail; and,*
- *Making appropriate ordered provision for access, deliveries and storage of vehicles (CABE and ODPM 2002).*

The importance of soft landscaping in the streetscape is emphasised in the Manual for Streets (Department for Transport, 2007):

‘Planting adds value; it helps to soften the urban street-scene, creates visual and sensory interest, and improves the air quality and microclimate. It can also provide habitats for wildlife. The aromatic qualities or contrasting colours and textures of foliage are of value to all, and can assist the navigation of those with visual impairment. Flowers and fruit trees add seasonal variety. Planting can provide shade, shelter, privacy, spatial containment and separation. It can also be used to create buffer or security zones, visual barriers, or landmarks or gateway features. Vegetation can be used to limit forward visibility to help reduce vehicle speeds.’

As defined in Section 17.2.2.4, ‘streetscape’ represents a smaller-scale pattern of elements and features compared to ‘townscape’ and is used to define built-up areas of largely public space within the confines of a street or road corridor. Therefore, this assessment refers to ‘townscape’ in describing the wider urban or built-up landscape, and to ‘streetscape’ in describing the immediate landscape corridor of the Proposed Scheme.

17.2.4.2 Methodology for Assessment of Townscape Effects

Assessment of potential townscape effects involves:

- Classifying the sensitivity of the baseline environment of the townscape resource; and
- Describing and classifying the magnitude of change in the townscape resulting from the Proposed Scheme.

These factors are combined to provide a classification of significance of effects of the Proposed Scheme.

17.2.4.2.1 Methodology for Assessment of Townscape Sensitivity

The sensitivity of the townscape is a function of its existing land use, patterns and scale, enclosure, visual characteristics and value. The nature and scale of the Proposed Scheme is taken into account, as are emerging trends of change (i.e. on-going changes in the environment) and the relevant policy framework. Five categories are used to classify townscape sensitivity, as set out in Table 17.2.

Table 17.2: Townscape Sensitivity

Sensitivity	Description
Very High	Areas where the townscape exhibits very strong, positive character with valued elements, features and characteristics that combine to give an experience of unity, richness and harmony. The townscape character is such that its capacity to accommodate change is very low. These attributes are recognised in policy or designations as being of national or international value and the principal management objective for the area is protection of the existing character from change.
High	Areas where the townscape exhibits strong, positive character with valued elements, features and characteristics. The townscape character is such that it has limited / low capacity to accommodate change. These attributes are recognised in policy or designations as being of national, regional or county value and the principal management objective for the area is the conservation of existing character.
Medium	Areas where the townscape has certain valued elements, features or characteristics but where the character is mixed or not particularly strong, or has evidence of alteration, degradation or erosion of elements and characteristics. The townscape character is such that there is some capacity for change. These areas may be recognised in policy at local or county level and the principal management objective may be to consolidate townscape character or facilitate appropriate, necessary change.
Low	Areas where the townscape has few valued elements, features or characteristics and the character is weak. The character is such that it has capacity for change; where development would make no significant change or would make a positive change. Such townscapes are generally unrecognised in policy and the principal management objective may be to facilitate change through development, repair, restoration or enhancement.
Negligible	Areas where the townscape exhibits negative character, with no valued elements, features or characteristics. The character is such that its capacity to accommodate change is high; where development would make no significant change or would

Sensitivity	Description
	make a positive change. Such townscapes include derelict industrial lands, as well as sites or areas that are designated for a particular type of development. The principal management objective for the area is to facilitate change in the townscape through development, repair or restoration.
<i>As adapted from GLVIA (Landscape Institute and IEMA 2013)</i>	

17.2.4.2.2 Methodology for Assessment of Magnitude of change in the Townscape

Magnitude of change is a factor of the scale, extent and degree of change imposed on the townscape by the Proposed Scheme, with reference to its key elements, features and characteristics and the affected surrounding character areas (collectively termed 'townscape receptors'). Five categories are used to classify magnitude of change, as set out in Table 17.3.

Table 17.3: Magnitude of Townscape Change

Magnitude of Change	Description
Very High	Change that is large in extent, resulting in the loss of or major alteration to key elements, features or characteristics of the townscape, and / or introduction of large elements considered totally uncharacteristic in the context. Such development may result in a fundamental change in the character of the townscape and / or streetscape.
High	Change that is moderate to large in extent, resulting in major alteration to key elements, features or characteristics of the townscape, and / or introduction of large elements considered uncharacteristic in the context. Such development may result in a notable change to the character of the townscape and / or streetscape.
Medium	Change that is moderate in extent, resulting in partial loss or alteration to key elements, features or characteristics of the townscape, and / or introduction of elements that may be prominent but not necessarily substantially uncharacteristic in the context. Such development may result in a moderate change to the character of the townscape and / or streetscape.
Low	Change that is moderate or limited in scale, resulting in minor alteration to key elements, features or characteristics of the townscape, and / or introduction of elements that are not uncharacteristic in the context. Such development may result in a minor change to the character of the townscape and / or streetscape.
Negligible	Change that is limited in scale, resulting in no alteration to key elements, features or characteristics of the townscape, and / or introduction of elements that are characteristic of the context. Such development results in no change to the townscape character.
<i>As adapted from GLVIA (Landscape Institute and IEMA 2013)</i>	

17.2.4.2.3 Methodology for Assessment of Significance of Effects

To classify the significance of effects, the magnitude of change is measured against the sensitivity of the townscape based on Figure 3.4 in the EPA Guidelines (EPA 2022), as adapted and presented in Diagram 17.1. Details of the adaption from the guidelines is covered in Section 17.2.4.

Determining the significance of impacts that are rational and justifiable is also based on the professional judgement, expertise and experience of the author.

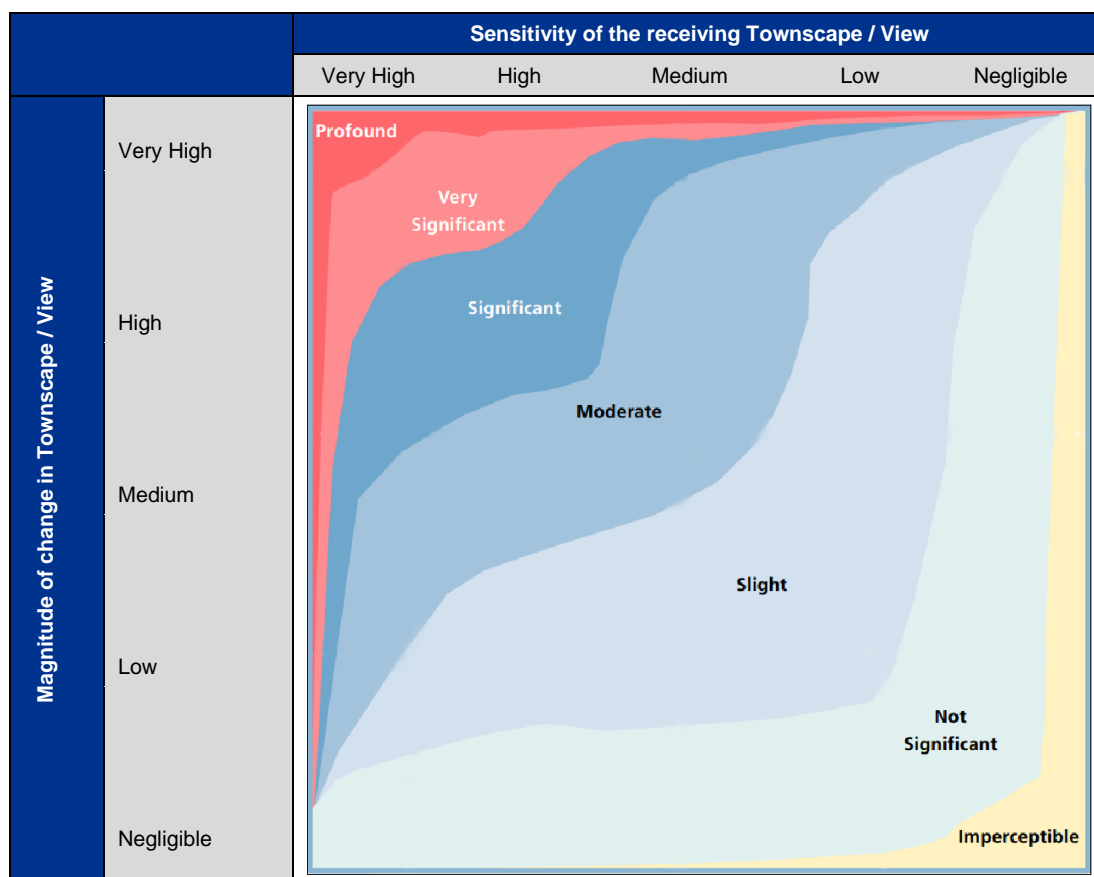


Diagram 17.1: Guide to Classification of Significance of Townscape and Visual Effects; as adapted from EPA Guidelines (EPA 2022)

17.2.4.2.4 Quality, Duration and Frequency of Landscape and Visual Effects

Consideration of quality (i.e. positive, neutral, negative), duration (i.e. temporary (lasting up to 1 year); short-term (lasting 1 to 7 years); medium-term (lasting 7 to 15 years); long-term (lasting 15 to 60 years); or permanent (lasting over 60 years)) and frequency of effects, is as described in Table 3.4 of the EPA Guidelines (EPA 2022).

17.2.4.2.5 Geographical Extents of Townscape and Visual Effects

The geographical area over which the landscape effects will be felt must also be considered. This is distinct from the size or scale of the effect – there may for example be moderate loss of landscape elements over a large geographical area, or a major addition affecting a very localised area. Where townscape or visual receptors cover a large geographical area, it is often necessary to describe the local effect and the overall effect separately. The terms 'local', 'locally' or 'localised' are used within this assessment to denote effects which occur within the relatively small area or section of a receptor in proximity to the Proposed Scheme. The term 'overall' is used to describe the effect on the receptor as a whole.

17.2.4.2.6 Significance and Quality of Landscape and Visual Effects

An effect assessed as being significant may also be either positive, neutral or negative. For example, the introduction of a new structure may represent a significant change with an associated significant effect. However, the significant effect may be: positive, in that the structure enhances the landscape / townscape or visual quality of the receiving environment; negative, in that it detracts from the receiving environment; or neutral, in that despite the significant change, any negative and positive aspects are balanced or cancelled. Significant neutral effects can occur over time, where a development or structure, which initially created a significant change in the receiving environment, is increasingly accepted as part of the receiving landscape / townscape / view.

17.2.4.3 Views and Visual Amenity

As noted in Section 17.2.2.4, visual impact assessment is concerned with changes that arise in the composition of available views and the overall effect on the visual amenity of an area. This includes effects on protected and designated views as well as on the typical range of views from within the urban realm and private areas or properties. As such, the primary study area is a boundary-to-boundary road / street corridor along the Proposed Scheme, which takes in immediately adjoining landscapes, including open spaces, parks, gardens, and other land use areas, together with amenity, landscape / townscape and visual planning considerations.

17.2.4.4 Methodology for Assessment of Visual Effects

Assessment of visual effects involves identifying a number of key / representative viewpoints in the baseline environment of the Proposed Scheme, and for each one of these:

- Classifying the viewpoint sensitivity; and
- Classifying the magnitude of change in the view.

These factors are combined to provide a classification of significance of the effects of the Proposed Scheme on each viewpoint.

17.2.4.4.1 Methodology for Assessment of Sensitivity of the Viewpoint / Visual Receptor

Viewpoint sensitivity is a function of two main factors:

- Susceptibility of the visual receptor to change. The duration and frequency of exposure informs the susceptibility; a greater length of time or more frequent experience of views results in a receptor being more susceptible to changes in views. The level of awareness of people to views also affects susceptibility; people engaged in activities reliant on appreciation of views are of higher susceptibility than those focused on other activities. Visual receptors most susceptible to change include residents at home, people engaged in outdoor recreation focused on the landscape (e.g. park / walk users), or where the appreciation of views over the landscape are a key factor contributing to the quality of the activity. Visual receptors of moderate susceptibility include users of the streetscape such as non-recreational pedestrians and cyclists whose activity is not dependant on appreciation of the views but may have a greater awareness of the townscape by virtue of their slower speed and people engaged in outdoor recreation where the surrounding landscape does not influence the experience, and people in their place of work or shopping. Visual receptors least susceptible to change include travellers on road, rail and other transport routes generally travelling at speed (unless on recognised scenic routes); and
- Value attached to the view. This depends to a large extent on the subjective opinion of the visual receptor but also on factors such as policy and designations which indicate a shared social value (e.g. scenic routes, protected views), or the view or setting being associated, place of congregation, with a heritage asset, visitor attraction or having some other cultural status.

Five categories are used to classify a viewpoint's sensitivity, as set out in Table 17.4.

Table 17.4: Categories of Viewpoint / Visual Receptor Sensitivity

Sensitivity	Description
Very High	Views or viewpoints (views towards or from a townscape feature or area) that are recognised in policy or otherwise designated as being of national value. Designed views which may be from or be directed towards a recognised heritage asset or other important designated feature, where a key management objective for the view is its protection from change. Visual receptors using national trails or nationally recognised public rights of way. Views recognised in art or literature may also be of very high value. The principal management objective for the view is its protection from change which would affect the valued or designated features of the view.
High	Viewpoints or views that are recognised in policy or otherwise designated as being of value, or viewpoints that are highly valued by people that experience them regularly (e.g. views from houses or outdoor recreation amenities focused on the townscape). The composition, character and quality of the view may be such that it is likely to have high value for people experiencing it and is consequently vulnerable to changes which may lower this value. The principal management objective for the view is its protection from change that reduces visual amenity.
Medium	Views that may not have features or characteristics that are of particular value, but have no major detracting elements, and which thus provide some visual amenity. These views may have capacity for appropriate change. Visual receptors may

Sensitivity	Description
	include people with a moderate susceptibility to change engaged in outdoor sports which do not rely on an appreciation of the surrounding landscape / townscape, or road users on minor routes passing through areas of valued townscape character. The principal management objective is to facilitate change to the composition that does not detract from visual amenity, or which enhances it.
Low	Views that have no features of appreciable value, and / or where the composition and character are such that there is little appreciable value in the view. Visual receptors include people involved in activities with no particular focus on the landscape. For such views the principal management objective is to facilitate change that does not detract from visual amenity or enhances it.
Negligible	Views that have no features of value or where the composition and character may be unsightly (e.g. in derelict landscapes). For such views the principal management objective is to facilitate change that repairs, restores or enhances visual amenity.
<i>As adapted from GLVIA (Landscape Institute and IEMA 2013)</i>	

17.2.4.4.2 Methodology for Assessment of Magnitude of change in the View / Viewpoint.

Classification of the magnitude of change takes into account the size or scale of the intrusion of the Proposed Scheme into the view (relative to the other elements and features in the composition (i.e. its relative visual dominance); the degree to which it contrasts or integrates with the other elements and the general character of the view; and the way in which the change will be experienced (e.g. in full view, partial or peripheral view, or in glimpses). It also takes into account the geographical extent of the change, as well as the duration and reversibility of the visual effects. Five categories are used to classify magnitude of visual change to a view, as set out Table 17.5.

Table 17.5: Categories of Magnitude of Visual Change

Magnitude	Description
Very High	Full or extensive intrusion of the development in the view, or partial intrusion that obstructs valued features or characteristics, or introduction of elements that are completely out of character in the context, to the extent that the development becomes dominant in the composition and defines the character of the view and the visual amenity.
High	Extensive intrusion of the development in the view, or partial intrusion that obstructs valued features, or introduction of elements that may be considered uncharacteristic in the context, to the extent that the development becomes co-dominant with other elements in the composition and affects the character of the view and the visual amenity.
Medium	Partial intrusion of the development in the view, or introduction of elements that may be prominent but not necessarily uncharacteristic in the context, resulting in change to the composition but not necessarily the character of the view or the visual amenity.
Low	Minor intrusion of the development into the view, or introduction of elements that are not uncharacteristic in the context, resulting in minor alteration to the composition and character of the view but no change to visual amenity.
Negligible	Barely discernible intrusion of the development into the view, or introduction of elements that are characteristic in the context, resulting in slight change to the composition of the view and no change in visual amenity.
<i>As adapted from GLVIA (Landscape Institute and IEMA 2013)</i>	

17.2.4.4.3 Methodology for Assessment of Significance of Visual Effects

As with townscape effects, classification of the significance of visual effects, involves measurement between the magnitude of change to the view and the sensitivity of the view / viewpoint, as set out in Diagram 17.1.

17.2.4.5 Quality of Effects

In addition to predicting the significance of the effects, EIA methodology (EPA 2022) requires that the quality of the effects be classified as positive / beneficial, neutral, or negative / adverse. For townscape to a degree, but particularly for visual effects, this will involve a degree of subjectivity. This is because townscape and visual amenity are perceived by people and are therefore subject to variations in the attitude and values, including aesthetic preferences of the receptor. One person's attitude to the Proposed Scheme may differ from another person's, and thus their response to the effects on the townscape or a view may vary.

Additionally, in certain situations there might be policy encouraging a particular development in an area, in which case the policy is effectively prescribing a degree of townscape and visual change. If the Proposed Scheme achieves the objective of the policy the resulting effect might be considered positive, even if existing townscape character or views are significantly altered. The classification of quality of townscape and visual effects seeks to take these variables into account and provide for a rational and robust assessment.

17.2.4.6 Presentation of Construction Effects

As required by the EIA Directive, the assessment should outline the temporary, short-term, medium-term and long-term, effects arising from the Proposed Scheme. Construction effects are described based on a cautionary principal; where effects are expected to be temporary (under 1 year in duration) but have reasonable potential to extend beyond this duration, due to unplanned schedule slippage, effects are described as Temporary / Short-Term. Also, it should be noted, in some cases, where a townscape section is described as experiencing a Temporary / Short-Term effect, this can result from sequential construction along the length of the section, and localised streetscape / visual receptors within that section may only experience temporary effects.

17.2.4.7 Presentation of Operational Effects

The design process of the Proposed Scheme has included integrated landscape measures to avoid, reduce or remediate landscape (townscape) and visual effects wherever practicable. The scheme will become established and increasingly integrated within its landscape (townscape) setting over time, and the potential negative operational effects will be reduced. To illustrate this change in effects, potential Operational effects are outlined for the beginning of the Operational Phase (up to 1-year Post-Construction Phase) and for the beginning of the Long-Term (at 15 years Post-Construction Phase). Predicted residual Operational Phase effects which have greater than moderate significance, at 15 years Post-Construction Phase, are also outlined.

The Operational Phase effects are presented as follows:

- Potential Operational Phase Effects (early stage - at 1-year post completion of the Construction Phase) – refer to Table 17.8;
- Potential Operational Phase Effects (comparison of effects at 1-year post completion and at 15 years post-Construction Phase) – Refer to Table 17.10; and
- Predicted residual Operational Phase Effects (those effects above moderate significance at 15 years post-Construction Phase) – Refer to Table 17.12.

17.2.4.8 Photomontage Methodology

The methodology for the preparation of photomontages has regard to the VRDP (Landscape Institute 2019), and is further informed by experience in photomontage production. The Photomontages are prepared as accurate verified photo-realistic views (equivalent to Type 4 as set out in VRDP (Landscape Institute 2019)). The method follows five main steps:

- Photography;
- Survey;
- 3D Modelling and Camera Matching;
- Rendering and Finishing of Photomontages; and
- Presentation.

17.2.4.8.1 Photography

Conditions, Date and Time

Baseline photographs are clear and representative of the relevant context at each location. Wherever possible, photographs are taken with all key elements of the view clearly visible and unobscured by foreground obstructions, such as vehicular or pedestrian traffic, street furniture, trees, signage, etc. Photographs are up to date insofar as possible, and are taken in good clear weather conditions, without precipitation, excessive darkness or shade, or sun glare etc. The date and time of each photograph is recorded, together with camera and lens metadata.

Camera and Camera Set-Up

Baseline photographs have been taken using a high-resolution digital single-lens reflex (SLR) camera with a full frame sensor. At each viewpoint the camera is positioned on a tripod with the lens 1.65m above ground level (the level of the average adult's eyes), directed at the site and levelled in the horizontal and vertical axes.

Lenses

Prime lenses (fixed focal length with no zoom function) have been used as this ensures that the image parameters for every photograph are the same and that all photographs taken with the same lens are comparable. Generally, within an urban or suburban context, a 24mm prime lens has been used. This lens captures a horizontal field of view of 73°. This relatively wide field of view is preferred as it shows more of the landscape / townscape context in urban settings. For some viewpoints considering middle to distant intervention, a 50mm prime lens may have been used, capturing a 39° horizontal field of view.

17.2.4.8.2 Survey

The coordinates of each viewpoint / camera position, including the elevation have been measured accurately relative to the topographic survey of the corridor of the Proposed Scheme. For each viewpoint, the coordinates of several static objects or 'reference points' in the view (e.g. lamp posts, corners of buildings, etc.) have also been measured in a similar manner. The coordinates of the camera and 'reference points' are used later in the process to ensure that the direction of view of the camera in the 3D digital model matches that of the view of the photograph.

17.2.4.8.3 3D Modelling and Camera Matching

Creation of 3D Model

Drawings (roads, hard and soft landscape areas, etc.) have been used to generate a 3D digital model of the Proposed Scheme with sufficient detail for the viewpoint(s). The 3D digital model has then been exported to specialist software to allow for application of materials and textures to the model.

3D Camera Positions

The coordinates of the camera and 'reference points' for each view have been inserted into the 3D digital model, with information on the focal length of the lens and horizontal angle of coverage attributed to each camera / view, and the direction of each view is calculated and aligned so as to match the geometry of the original baseline photograph. Additionally, the date and time have been set to match that of the baseline photograph so as to ensure the sunlight and shadow projections in the renderings generated match those of the baseline photographs.

17.2.4.8.4 Rendering of 3D Model and Finishing Photomontages

For each view a high-resolution render of the Proposed Scheme has been generated. This process allows for the creation of a realistic image of the 3D digital model, as seen from each camera / view position, with sunlight and shadow applied to the model. The render of the Proposed Scheme has then been inserted (or montaged) into the baseline photograph and the composite image edited to take away elements to be removed from the existing baseline to create the photomontage of the Proposed Scheme. Some degree of photo-modelling / photo-manipulation is required in instances where foreground / middle-ground elements are removed (e.g. trees, plantings, etc.) thereby revealing background elements which are not visible in the baseline photograph. The intent is to provide a best-fit presentation which assists in illustrating the principal effects of the Proposed Scheme at a stage c. 10 to 15 years post completion of construction.

17.2.4.8.5 Presentation and Viewing

Individual photomontages are presented, in 'as existing' and 'as proposed' versions, on A3 pages in landscape format in Figure 17.2 in Volume 3 of this EIAR. For each photomontage, the viewpoint number, location description, and the date and time of photography have been provided on the page. Given that some views may be based on a wider angle of coverage than a 50mm prime lens, in these instances a further image is provided showing an A3 enlargement (centred on the Proposed Scheme) to equate to the coverage of that lens view.

17.3 Baseline Environment

17.3.1 City Context

The Proposed Core Bus Corridor has an overall length of approximately 10.9km and will commence at Junction 3 (Blanchardstown / Mulhuddart) southbound off-slip from the N3. The Proposed Scheme proceeds along the R121 Blanchardstown Road South into the Blanchardstown Shopping Centre. From a new terminus to the north-west of Blanchardstown Shopping Centre the Proposed Scheme is routed onto the N3 Navan Road via the Snugborough Road junction and will follow the N3 and Navan Road as far as the junction with the Old Cabra Road. From here, the Proposed Scheme will be routed along Old Cabra Road, Prussia Street, Manor Street and Stoneybatter to the junction with King Street North. The Proposed Scheme will proceed via Blackhall Place as far as the junction with Ellis Quay, where it will join the prevailing traffic management regime on the North Quays. At the Stoneybatter / Brunswick Street North junction, cyclists proceed along Brunswick Street North, George's Lane and Queen Street as far as Ellis Quay/Arran Quay.

The Proposed Scheme is described in the following five geographical sections as follows:

- Section 1: N3 Blanchardstown Junction to Snugborough Road;
- Section 2: Snugborough Road to N3 / M50 Junction;
- Section 3: N3 / M50 Junction to Navan Road / Ashtown Road Junction;
- Section 4: Navan Road / Ashtown Road junction to Navan Road / Old Cabra Road Junction; and
- Section 5: Navan Road / Old Cabra Road junction to Ellis Quay.

An overview of the Proposed Scheme is provided in Section 17.3.2 and a detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description).

17.3.2 Overview of Route of the Proposed Scheme

The Proposed Core Bus Corridor is approximately 10.9km in length and will run from an outer city town centre of Blanchardstown along the N3, through the outer city residential suburbs of Ashtown and Cabra, to the inner-city suburbs of Stoneybatter and Smithfield, and ending at the Liffey Quays west of the city centre.

The Proposed Scheme will follow the major N3 multi-lane carriageway and passes through the complex N3 / M50 junction to the R147 Navan dual-carriageway road corridor. The Proposed Scheme and N3 crosses over the Royal Canal viaduct which carries the canal through the N3 / M50 Interchange. The N3 / R147 corridor runs to the south of the River Tolka Valley from Blanchardstown to Ashtown.

The road corridor gradually reduces from dual carriageway to single carriageway along the R147 Navan Road, then joining the R805 Old Cabra Road before entering the narrow streetscapes of the urban village of Stoneybatter. The Proposed Scheme follows the wider urban streets of Manor Street, Stoneybatter, Blackhall Place, Georges Lane, Queen Street and other adjoining streets leading to Ellis Quay on the Liffey Quays adjacent to the landmark 2003 structure of James Joyce Bridge.

The Proposed Scheme will include a wide variety of suburban and city landscape, townscape and visual features from streetscape boundary and urban realm features to residential and mixed-use zonings, historic landscapes and boundaries, to biodiversity and heritage assets.

17.3.3 Landscape, Townscape and Visual Planning Policy

Landscape, townscape and visual planning policy is set out in the following with reference to the appropriate higher-level county / city development plans, lower-level local area plans and other documents as appropriate.

17.3.3.1 Fingal Development Plan 2017-2023

The Fingal Development Plan (FCC 2017) is the overarching county level planning framework applicable to the northern end of the Proposed Scheme from Blanchardstown Shopping Centre to the R147 Navan Road Ashtown Road Junction.

Chapter 3 Placemaking sets out objectives in relation to Open Space (Section 3.5) and includes Objective PM64, which seeks to protect, preserve and ensure the effective management of trees and groups of trees.

Chapter 7 Movement and Infrastructure includes Objectives MT01 to MT03, which support National and Regional transport policies as they apply to Fingal, including delivery of the proposed new Metro North; the implementation of sustainable transport solutions; the NTA's Transport Strategy for the Greater Dublin Area 2016-2035 (NTA 2016); and Smarter Travel – A Sustainable Travel Future (NTA 2009). Objectives MT13 to MT23 promote and support the delivery and enhancement of pedestrian and cycle facilities, including implementation of the Greater Dublin Area Cycle Network Plan. Objective MT33 seeks to facilitate and promote the enhancement of bus services through bus priority measures including bus lanes and bus gates and to support the NTA in the implementation of Bus Rapid Transit from Blanchardstown to Belfield and from Swords to Merrion Square, subject to detailed design.

Chapter 8 Green Infrastructure addresses, biodiversity, parks, open space and recreation, surface water, heritage, and landscape. Special Amenity Areas, High Amenity Areas, Highly Sensitive Areas, County Geological Sites and Public Beaches are specifically noted under landscape, and specific objectives for Green Infrastructure are set out under Objectives GI01 to GI36. Objective GI08 seeks to integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources. Objectives GI20 and GI21 requires all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate, under the 5 key topics (Biodiversity; Parks, Open Space and Recreation; Sustainable Water Management; Archaeological and Architectural Heritage; and Landscape). Policies in relation to heritage as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage).

Chapter 9 Natural Heritage sets out objectives in relation to Biodiversity, Geology, Landscape, and The Coast. Policies in relation to biodiversity and geology as they relate to the Proposed Scheme are discussed in greater detail in Chapter 12 (Biodiversity) and Chapter 14 (Land, Soils, Geology & Hydrogeology), respectively. No County Geological Site listed in Table GH01 of Chapter 9 of the Development Plan is in proximity to the Proposed Scheme. The Proposed Scheme is not located within a coastal landscape.

Objective NH27 under 'Ecological Corridors and Stepping Stones Including Trees and Hedgerows', sets out protection for existing woodlands, trees and hedgerows which are of amenity or biodiversity value and / or contribute to landscape character and ensure that proper provision is made for their protection and management.

Amongst others, Section 9.4 Landscape addresses Landscape Character Assessment; Views and Prospects; Special Amenity Areas; and High Amenity Zoning. The route of the Proposed Scheme is located in the high sensitivity River Valleys and Canal Character Type, however, the Proposed Scheme follows the existing N3 through this area. Objective NH40 seeks to protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan (see Sheet 13 Blanchardstown South, below), from inappropriate development. The River Tolka valley to the north of the N3 and Proposed Scheme is indicated as a High Amenity Area.

Chapter 10 Cultural Heritage sets out policies and objectives in relation to Archaeological and Architectural Heritage, including protected structures, architectural conservation areas, industrial heritage and designed landscapes. Policies in relation to heritage as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage).

Chapter 12 Development Management Standards sets out the development standards and criteria to ensure development occurs in an orderly and efficient manner.

Sheet 13 Blanchardstown South, of the Development Plan, identifies High Amenity Landscape along the River Tolka Valley. There are tree preservation objectives for existing trees within the Tolka Valley, adjoining St. Bridget's Sports Facilities and within the former Phoenix Park Racecourse adjoining R147 Ashtown Road Junction. Sheet 13 highlights that Ranelagh Bridge on the Royal Canal (which is located beneath the M50 Roundabout junction) as Protected Structure No. 694. Refer also to Chapter 16 (Architectural Heritage).

Sheet 14 Green Infrastructure 1, of the Development Plan, identifies proposals for cycle routes along the Royal Canal and across the Tolka Valley at Blanchardstown. Sheet 14 also indicates a short section of preserved views along River Road immediately northeast of the N3 / M50 Motorway junction. Sheet 15 Green Infrastructure 2, of the Development Plan, highlights Nature Development Areas with the Tolka River Valley.

The principal land use zonings to either side of the Proposed Scheme within the Fingal County area are:

- 'Objective MC (Major Town Centre): Protect, provide for and / or improve major town centre facilities' (at Blanchardstown Shopping Centre);
- 'Objective TC (Town and District Centre): Protect and enhance the special physical and social character of town and district centres and provide and / or improve urban facilities' (along R806 Main Street Blanchardstown Village);
- 'Objective RS (Residential): Provide for residential development and protect and improve residential amenity';
- 'Objective HA (High Amenity): Protect and enhance high amenity areas' (e.g. Tolka River Valley);
- 'Objective RA (Residential Area): Provide for new residential communities subject to the provision of the necessary social and physical infrastructure' (e.g. former Phoenix Park Racecourse);
- 'Objective HT (High Technology): Provide for office, research and development and high technology / high technology manufacturing type employment in a high quality built and landscaped environment' (e.g. north of N3 Navan Road between M50 and Ashtown); and
- 'Objective OS (Open Space): Preserve and provide for open space and recreational amenities'.

17.3.3.2 Dublin City Development Plan 2016 - 2022

The Dublin City Development Plan 2016 – 2022 (DCC 2016a) is the higher county level planning framework applicable to the southern end of the Proposed Scheme from the R147 Navan Road / Ashtown Road Junction.

Chapter 10 Green Infrastructure, Open Space and Recreation sets out policies in relation to the provision, importance, protection and enhancement of green infrastructure, landscape, parks and open spaces, rivers, canals and the coastline, biodiversity, trees and sport, recreation and play within the city. Figure 11 of the Development Plan indicates proposed and potential green cycle corridors along the Royal Canal and Tolka River. Figure 12 of the Development Plan indicates that the R147 Navan Road and R805 Old Cabra Road sections of the Proposed Scheme – and extending to the Liffey Quays – are strategic pedestrian routes. The strategic green network as indicated on Figure 14 of the Development Plan highlights the Tolka River and Royal Canal as blue / green corridors. Dublin City Council has also prepared separate overarching strategies for the protection, management and improvement of trees (DCC 2016b) and parks (DCC 2019) within the city.

Chapter 11 Built Heritage and Culture sets out policies relating to preservation, protection and improvement of built heritage, protected structures, Architectural Conservation Areas (ACA) and Conservation Areas, trees in ACAs, zones of archaeological interest and industrial heritage, monuments and Dublin's cultural assets (DCC 2016a). There are a number of sites, buildings and features of historic and heritage interest located along the corridor of the Proposed Scheme, including Conservation Areas at R805 Prussia Street, R805 Blackhall Place and along the Liffey Quays. There are a number of Residential Conservation Areas and protected structures disturbed along the Proposed Scheme, notably through Stoneybatter. Policies in relation to archaeological and architectural heritage, including definitions of heritage features e.g. protected structures, as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) respectively of this EIAR.

The principal land use zonings to either side of the Proposed Scheme within the Dublin City area are:

- 'Objective Z1: To protect, provide and improve residential amenities';

- ‘Objective Z3: To provide for and improve neighbourhood facilities’ (e.g. Stoneybatter);
- ‘Objective Z4: To provide for and improve mixed-services facilities’ (Park Shopping Centre);
- ‘Objective Z5: To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity’ (e.g. along Blackhall Place); and
- ‘Objective Z9: To preserve, provide and improve recreational amenity and open space and open space network’, (e.g. Kempton and The Paddock’s at Ashtown and Belvedere Sports Grounds),

Other land use zonings to either side of the Proposed Scheme within the Dublin City area include:

- ‘Objective Z2: To protect and / or improve the amenities of residential conservation area’, (e.g. Stoneybatter);
- ‘Objective Z6: To provide for the creation and protection of enterprise and facilitate opportunities for employment creation’ (e.g. R805 Old Cabra Road north of junction with R101 North Circular Road); and
- ‘Objective Z15: To protect and provide for institutional and community uses.’ (e.g. St. Vincent’s Centre, St. Mary’s Dominican Convent and surrounding grounds, Holy Family School for the Deaf, Stanhope Street Schools and Grounds, and Law Society of Ireland).

17.3.4 Townscape / Streetscape Character

The townscape and streetscape character of the Proposed Scheme is described in Table 17.6 with reference to different townscape character areas and landscape, townscape and visual characteristics, features, designations, and sensitivities. The key features are identified on the Landscape (Townscape) and Visual Baseline Figure 17-1 in Volume 3 of this EIAR. Protected Structures are generally described within groups e.g. a number of buildings lining a road, but are noted individually where they form unique and prominent features in the townscape or streetscape, or form a less noticeable but intrinsic part of the fabric of the streetscape. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) of this EIAR, for full details and definitions of protected structures.

Table 17.6: Analysis of Baseline Townscape and Visual Environment of the Proposed Scheme

Route Section of Proposed Scheme	Baseline Description	Baseline Sensitivity
<p>N3 Blanchardstown Junction to Snugborough Road. Snugborough Road to N3 / M50 Junction. N3 / M50 Junction to Navan Road / Ashtown Road Junction.</p> <p>(for baseline features refer to Figure 17.1, Sheets 1 to 10 of 17 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Outer City town centre, residential suburbs and wooded river valley set to either side of major road infrastructure.</p> <p>The townscape is strongly influenced by large areas of hard surfacing, and large-scale massing of retail units which have few active frontages and weak associations with the street/road network. Architecture and streetscape are of medium or low standard. The townscape benefits from a well-wooded valley surrounding the River Tolka, but the road corridor itself forms a major detracting feature as it passes through the valley. Bands of young tree and shrub planting add some value to the streetscapes but otherwise there are few features likely to be considered of substantial value. The road corridor generally has a strong influence on the townscape although this is mitigated to an extent by adjacent tree planting. Susceptibility to the Proposed Scheme is low/medium.</p> <p>Streetscape Character: Modern retail park / town centre with extensive road and carpark infrastructure, supported by young street tree and other planting. Significant multi-carriageway road corridor, with grade-separated junctions, roadside planting and wooded river valley (Tolka). Corridor is heavily influenced by scale of retail town centre and road infrastructure and associated traffic.</p> <p>Key Townscape Features: New town centre with large areas of carparking, major road corridors Developing outer city suburbs – some undeveloped lands. Significant wooded river valley corridor.</p> <p>Amenity Designations: River Tolka valley is designated ‘high amenity area’.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: Within Tolka River valley and with former Phoenix Park Racecourse lands at R147 Navan Road Ashtown Road Junction.</p> <p>Protected Views: Short section north from River Road adjacent to N3 / M50 Motorway Junction. Views along Royal Canal.</p> <p>Protected structures: Ranelagh Bridge on Royal Canal (structure sits beneath N3 / M50 Roundabout. (Refer to Chapter 16 (Architectural Heritage) for full details).</p>	<p>Low / Medium</p>

Route Section of Proposed Scheme	Baseline Description	Baseline Sensitivity
	<p>Other: Presence of cultural heritage feature, which is a war memorial, dedicated to Lieutenant Martin Savage at Navan Road/Ashtown Road junction.</p>	
<p>Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road.</p> <p>(for baseline features refer to Figure 17.1, Sheets 10 to 13 of 17 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Outer city suburbs. Primarily residential throughout with some institutional land uses.</p> <p>Streetscape Character: Major long straight road corridor, mainly three lane with some two lane sections. Young street tree planting in adjoining often narrow footpaths or narrow verges. Some street trees notably impacted by severe crown pruning for overhead ESB lines.</p> <p>Some sections of road are framed by more mature tree planting in adjoining open spaces or institutional lands or open spaces (e.g. Kempton, The Paddock's, Pinehurst, St. Vincent's).</p> <p>Primarily established residential area with traditional two-storey properties with gardens and driveways fronting either side of the road. Some short sections of single-storey terrace cottages (e.g. 136-142 Navan Road) and occasional commercial / retail developments (e.g. R147 Navan Road / Skreen Road junction, car sales garages at eastern end). Some infill development on-going and Navan Road Health / Primary Care Centre is a prominent new part four-storey development with integrated public plaza.</p> <p>Some large scale institutional lands, which adjoin the R147, are located at Ashgrove Nursing Home, St. Vincent's, Dominican Convent / Assisi House and grounds, St. Joseph's / The Edmund Rice School and grounds.</p> <p>The townscape / streetscape has elements and characteristics likely to be perceived as high value including adjoining areas of open space with prominent mature trees. Architecture and streetscape are of a generally good standard, including regular street trees. Front gardens are generally well planted with defined hedge boundaries, despite the frequent conversion to accommodate household parking. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is medium.</p> <p>Key Townscape Features: Major long straight road corridor through established primarily residential suburbs, with some commercial and institutional land uses. Strong tree planting is a feature at western end – less so through central section, prominent tree line in Pine Hurst at eastern end.</p> <p>Amenity Designations: Open spaces at Belleville, Kempton, the Paddock's, Belvedere Sports Grounds, and within Pine Hurst.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected structures: None.</p> <p>Other: Mature trees are an important visual feature along sections of the road corridor, including with Ashtown Road Junction and in roadside open spaces and properties. Along some sections, young street trees are establishing in footpaths with limited space.</p>	Medium
Navan Road / Old Cabra Road Junction to Ellis Quay.		
<p>Navan Road / Old Cabra Road Junction to Prussia Street (Hanlon's Corner).</p> <p>(for baseline features refer to Figure 17.1, Sheets 13 to 14 of 17 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Inner city suburb. Primarily residential with local services.</p> <p>Streetscape Character: Residential street with mix of semi-detached and terrace properties, with some detached properties. Predominantly two-storey brick, brick and render, or render houses and mature gardens with driveways fronting the road. Gardens bounded by complementary render and / or stone walls, some with railing details. Some gardens retained by boundary walls. Some terraced properties, without driveways have pedestrian access via steps down to road through short front gardens / yards (e.g. Everton Terrace).</p> <p>Mature trees a feature of some gardens / properties (e.g. Boundary of Dunard Road, rear of Sycamore Court (off R147 Cabra Road), Everton House, Rossmore).</p> <p>Local services area located on east side of road at junction with North Circular Road (Hanlon's Corner) – includes fine terrace of properties at Hanlon's Corner.</p> <p>The townscape / streetscape has elements and characteristics likely to be perceived as high value including prominent mature trees and heritage buildings. Architecture and streetscape are of a generally good standard and front gardens have mostly been retained and are well planted. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is high.</p> <p>Key Townscape Features: Established inner residential suburb along historic road corridor. Predominantly of residential street character with mature gardens – many with mature hedgerows. Properties of architectural merit and historic character including terraced townhouses. Some mature trees. Stone parapet walls with railings on bridge over railway corridor allow for views east and west along railway.</p> <p>Amenity Designations: None.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None</p>	High

Route Section of Proposed Scheme	Baseline Description	Baseline Sensitivity
	<p>Protected Views: None.</p> <p>Protected structures: No. 1088 Everton House, No. 1658 Grainger Hanlon's Corner Public House. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: N/A.</p>	
<p>Prussia Street (Hanlon's Corner) to King Street North Junction.</p> <p>(for baseline features refer to Figure 17.1, Sheets 14 to 16 of 17 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Established inner city village and residential area centred on Stoneybatter.</p> <p>Streetscape Character: Part narrow / part wide street with range of commercial, residential, office and retail predominantly two and three-storey terraces, often with narrow footpaths. Mix of original buildings with some infill redevelopment. Civic space at junction of Prussia Street / Manor Street / Aughrim Street. Some vacant building plots used for parking of cars.</p> <p>Young street tree planting along Manor Street.</p> <p>DIT (Grangegorman) Campus to immediate east.</p> <p>The townscape / streetscape has elements and characteristics likely to be perceived as high value including continuous areas of heritage buildings. Architecture and streetscape are of a generally high standard with a strong sense of character. There are small but notable pockets of green space as well as young street trees. Road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is high / very high.</p> <p>Key Townscape Features: Established inner city village mixed use street. Primarily brick terraces – some properties with railings and some with basements. Sections of historic and new granite kerbing and many historic light standards (particularly along Manor Street). Heavily trafficked road corridor.</p> <p>Amenity Designations: Open space with trees around Drumalee, Conservation Area at Prussia Street Stoneybatter. Residential Conservation Areas in Stoneybatter.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected structures: Many protected structures – notably applying to terraces on either side of Manor Street, and to some commercial properties along Stoneybatter. Also No. 6874 Former City Arms Hotel, No. 4885 Kavanaghs Public House, and No. 4872 Two-storey stone lodge. Stone arched convent and school entrance with two pedestrian entrances. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Memorial Stone, Stoneybatter - Erected by the Dublin Millennium Committee in 1988 stating that Stoneybatter, from Bóthar na gCloich or 'the road of the stones' was part of the Slighe Chualann from Tara to Glendalough.</p>	<p>High / Very High</p>
<p>King Street North Junction to Ellis Quays.</p> <p>(for baseline features refer to Figure 17.1, Sheet 16 of 17 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Outer city centre. Mixed city uses.</p> <p>Streetscape Character: Mixed urban street predominantly of two-storey brick terraces in residential and office use. Occasional three-storey properties with higher modern infill redevelopments (e.g. Oxmanstown Green). Law Society of Ireland, building and grounds with mature trees, is a prominent heritage feature at Blackhall Place.</p> <p>Sections of historic and new granite kerbing and many historic light standards. Mature trees limited to grounds of Law Society of Ireland. Some young street tree planting in Blackhall Street opposite.</p> <p>The townscape / streetscape has some elements and characteristics likely to be perceived as high value including most notable the Law Society of Ireland building and grounds., which includes prominent mature trees. Architecture and streetscape are of a generally moderate / high standard. Road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is high.</p> <p>Key Townscape Features: Mixed-use city street – with sections of two-storey brick terraced houses. Prominent Law Society Building with mature trees in grounds. Historic light standards.</p> <p>Amenity Designations: Conservation Area along Blackhall Place and Liffey Quays.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None</p> <p>Protected Views: East and West along the Liffey Quays.</p> <p>Protected structures: Nos.763-764 Georgian houses, No. 765 Incorporated Law Society (former King's Hospital School), No. 766 House, No. 767 Methodist Church, No. 709 House and Shop (corner with Benburb Street) and No. 728 Apartment building, excluding ground floor (corner with Benburb Street). (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Some sections of historic and new granite kerbing and historic light standards. Crosses LUAS Red Line at Benburb Street near southern end. Views south to Liffey and James Joyce Bridge at southern end.</p>	<p>High</p>

17.4 Potential Impacts

This section presents potential impacts that may occur due to the Proposed Scheme, in the absence of mitigation. This informs the need for mitigation or monitoring to be proposed (refer to Section 17.5). Predicted residual impacts taking into account any proposed mitigation is presented in Section 17.6.

17.4.1 Characteristics of the Proposed Scheme

17.4.1.1 General

The key characteristics of the Proposed Scheme of particular relevance to the townscape and visual assessment are described in the following under Construction Phase and Operational Phase.

The description of the characteristics of the Proposed Scheme is based on the Proposed Scheme drawings in Volume 3 of this EIAR, including those within the Arboricultural Impact Assessment Report (Appendix A17.1 in Volume 4 of this EIAR).

A detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description) and a detailed description of the construction phase of the Proposed Scheme is provided in Chapter 5 (Construction).

17.4.1.2 Development of the Proposed Scheme Design

Consideration of the potential landscape (townscape) and visual impacts have been important in defining the Proposed Scheme design. Following initial assessment of impacts, availability of additional information, as well as public consultation, suggestions and recommendations from local residents, community groups and stakeholders, the scheme has undergone iterative design development with the aim of minimising potential negative impacts as far as practicable. This process has also helped define suitable improvements to the urban realm. The design changes are described in Section 3.4 of Chapter 3 (Consideration of Reasonable Alternatives).

The following are design changes that have been incorporated into the Proposed Scheme design, and which are applicable to this assessment and have led to a reduction in potential landscape and visual effects:

- From Navan Road / Ratoath Road to Prussia Street, two options were considered. The first option would introduce a bus gate at the northern end of Old Cabra Road (at its junction with Navan Road). The second option is similar to the first option, and would involve closing off Old Cabra Road as a general traffic through-route - but with a two-way cycle-track provided on the eastern side of Old Cabra Road from Navan Road to Prussia Street. On environment, the first option has less land take and less impact on trees than the second option due to a reconfiguration of the proposed carriageway cross-section, and this was a factor contributing towards this option being chosen as the preferred option.
- The previously proposed two-way cycle track westbound along the R147 Navan Road to Auburn Avenue Junction was modified with cyclists routed from the R147 to an on-street 'Quiet Street' cycle route along Castleknock Manor. This reduces the extent of land take required in this area which had potential to negatively impact on landscape amenity.
- Revised proposals along Manor Street resulted in a reduction from a maximum of four lanes (two bus lanes and two general traffic lanes) to two general traffic lanes. The modified design includes a northbound and southbound cycle track, wider footpaths and enhanced urban realm as a result of the reduction in carriageway width.
- A northbound bus lane on Blackhall Place (at its junction with King Street North) was proposed and all northbound general traffic would be required to turn right into King Street North. The revised proposal for George's Lane removes the southbound traffic lane and includes a two-way cycle track, resulting in wider footpaths which is potentially more beneficial to the amenity of the streetscape.
- A two-way cycle track is proposed along the eastern side of Queen Street from King Street to Ellis Quay/Aaron Quay, with two southbound traffic lanes from George's Lane to Blackhall Street, and a reduction to one traffic lane from Blackhall Street to Ellis Quay/Arran Quay. The previous design provided a two way cycle track on the western side of Queen Street with two traffic lanes. The

change has resulted in wider footpaths and improved cycle facilities. which is potentially more beneficial to the amenity of the streetscape.

- The pedestrian ramps to the north of the N3 Dual Carriageway (RW07A) were relocated from east of Mill Road to the west of Mill Road. This was primarily intended to reduce potential ecological impacts, however, the western side of Mill Road was considered to have less dense woodland which is preferable in terms of landscape (townscape) and visual impact. In addition, provision of replanting was included in the landscape design to help compensate for loss of trees and vegetation.

17.4.1.3 Construction Phase

The key characteristics of the Proposed Scheme of particular relevance to the townscape and visual assessment during the Construction Phase, include:

- Amendment and adaption of existing road network throughout, including surfacing, kerbs, footpaths, drainage, lighting, service / utility features, road markings, etc.;
- Amendment and adaption of existing junctions throughout, including surfacing, kerbs, footpaths, traffic controls, lighting, cycle facilities, road markings, etc.; and
- Amendment or removal of areas of existing verges, roadside and median tree planting and boundaries;
- Temporary and permanent land acquisition from properties along the Proposed Scheme; and
- Establishment / use of Construction Compounds.

Other key characteristics along sections of the Proposed Scheme of particular relevance to the townscape and visual assessment during the Construction Phase are outlined in the following sections.

17.4.1.3.1 N3 Blanchardstown Junction to Snugborough Road (for baseline features refer to Figure 17.1, Sheets 1 to 4 of 17 in Volume 3 of this EIAR)

The following works are proposed in this section of the Proposed Scheme:

- Works to the Blanchardstown Road North overbridge, the N3 westbound off-slip, the R121 Blanchardstown Road South and associated junctions at Blanchardstown Road North and South, with a short section of tree and planting removal. (Ch. B600 to Ch. B895 and Ch. C000 to Ch. C480 and Ch. D000 to Ch. D168);
- Works along R121 Blanchardstown Road South with widening into the bank with a young tree belt and construction of a bus driver welfare facility. The associated temporary land acquisition will require tree removal and regrading of bank (Ch. B350 to Ch. B650);
- Provision of a new road entrance to Blanchardstown Shopping Centre off Blanchardstown Road South and widening of the road corridor into the Retail Park. Associated temporary land acquisition will require removal of boundary trees and planting along Blanchardstown Road South and the town centre entrance road. (Ch. B100 to Ch. B360 and Ch. E100 to Ch. E350);
- A new Bus Interchange to be provided on an unnamed road adjacent to Blanchardstown Shopping Centre with tree and planting removal from either side of the road corridor, from the median and from the adjoining carpark area (Ch. F000 to Ch. F360);
- Works along Town Centre Road and the widening of the road corridor towards adjoining landscape areas and carpark. Associated temporary land acquisition will require tree removal from adjacent landscape areas and between the road and adjoining carpark (Ch. A000 to Ch. A600); and
- Road widening on approaches to tie-in with Snugborough Junction Upgrade Scheme, with loss of trees and vegetation Ch. A610 to Ch. A655 approximately and Ch. A1050 to Ch. A1200 approximately.

17.4.1.3.2 Snugborough Road to N3 / M50 Junction. (for baseline features refer to Figure 17.1, Sheets 4 to 7 of 17 in Volume 3 of this EIAR)

The following works are proposed in this section of the Proposed Scheme:

- Works along the N3 road corridor, including the Tolka River Bridge (BR01) widening with temporary and permanent land acquisition and loss of trees (Ch. A1050 to Ch. A1580);
- Works along the N3 road at Mill Road including Mill Road Bridge (BR02) widening, two bus stops and two pedestrian ramps providing access between N3 and Mill Road. The works will require temporary land acquisition and substantial removal of mature woodland trees and plantings at open space adjacent to Millstead and at Tolka Valley Park (Ch. A1580 to Ch. A1680);
- Temporary land acquisition from residential property at Woods End Apartments with the removal and realignment of the boundary and loss of some shared landscape area. Temporary land acquisition from No. 3 Catherine's Well with removal of tree planting, removal and realignment of the boundary, and introduction of replacement tree planting (Ch. A1860 to Ch. A1950); and
- Works along the N3 road corridor with temporary and permanent land acquisition on both sides, with removal of trees on the south side including from open space on Old River Road. (Ch. A1580 to Ch. A2350).

17.4.1.3.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction (for baseline features refer to Figure 17.1, Sheets 7 to 10 of 17 in Volume 3 of this EIAR)

The following works are proposed in this section of the Proposed Scheme:

- East of the N3 / M50 Junction, the construction of a new bus lane through a landscaped area with loss of young tree planting (Ch. A2700 to Ch. A2900);
- Works at Auburn Avenue, Castleknock Manor and New River Road, including changes to the roundabout junction with addition of new cycle lanes and footpaths within the surrounding landscaped area and with temporary land acquisition of part of the open space adjacent to Auburn Green (Ch. A2900 to Ch. A3000);
- Temporary land acquisition from the Circle K, Ashtown Service Station, Navan Road (Ch. A3400 to Ch. A3480);
- Works along Navan Road (R147) with impact on sections of roadside boundaries, hedge and tree planting most notably from the junction with Navan Road Parkway Station and Ashtown Road Junction, where street trees and boundary planting will be removed. (Ch. A2900 to Ch. A4850); and
- Short sections of temporary land acquisition mainly from the junction with Navan Road Parkway Station and Ashtown Road Junction, including from Ashtown Business Centre and the entrance to Phoenix Park Racecourse development. The setback of boundary stone wall (modern) and an impact on setting of the war memorial for Lieutenant Martin Savage at the Ashtown Road Junction (Ch. A4200 to Ch. A4900).

17.4.1.3.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road (for baseline features refer to Figure 17.1, Sheets 10 to 13 of 17 in Volume 3 of this EIAR)

The following works are proposed in this section of the Proposed Scheme:

- Works at Ashtown Road Junction, with the removal of the existing roundabout and mature pine tree planting and substantial replacement planting. Works along the full length of Navan Road with impact on existing narrow verges and the removal of the majority of existing young street trees (Ch. A4900 to Ch. A7300);
- Temporary land acquisition from the following (83no.) residential properties:
 - Nos. 110 (Prague), 112, 114, 116, 122 and 124 Navan Road (6no.);
 - Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);
 - Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.);
 - No. 225 Navan Road (1no.);
 - Nos. 255 and 257 Navan Road (2no.);
 - No. 263 Navan Road (1no.);
 - Nos. 262 and 264 Navan Road (2no.);

- Nos. 265, 267, 269, 271,273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323 Navan Road (30no.);
- Nos. 331, 333, 335, 337, 339, 341, 343, 345, 347, 349 and 351 Navan Road (11no.); and
- Nos. 383 (Saint Anthony's), 385 (Lyttle Holme), 387 (Alma), 389 (Rosebank), 393 (St. Anne's), 395 (Saint Mary's) and 397 (Woodlands) Navan Road (7no.).
- Temporary land acquisition from the following other properties and open spaces:
 - No. 391 Navan Road (Leitrim Lodge Bed & Breakfast);
 - Open space with tree planting at Belleville (Ch. A4880 A4900 to Ch. A4960);
 - Front of the Little Stars Creche and Montessori, 351A Navan Road (Ch. A5425 to Ch. A5440);
 - Entrances to the front of St. Vincent's Centre (circa Ch. A5370, Ch. A5450 and Ch. A5590);
 - Front of Belvedere Sports Ground with some tree removal (Ch. A5970 to Ch. A6130);
 - Part of the paved area to front of Saint John Bosco Junior Boys School (Ch. A6215 to Ch. A6225);
 - Part of the paved area to front of Our Lady Help of Christians church (Ch. A6225 to Ch. A6250);
 - Paved area to front of 199 Navan Road (Ch. A6250 to Ch. A6275);
 - Part of the landscape space / part car park at Cabra Garda Station (Ch. A6650 to Ch. A6760);
 - Front of the Holy Family School for the Deaf Grounds (Ch. A6760 to Ch. A6970);
 - Curam Care Home (Ch. A6970 to Ch. A7020);
 - Entrance at Aras Slainte (Ch. A7050 to Ch. A7060);
 - No. 72 Navan Road;
 - Front of Telephone Exchange, including part of tree-line planting area (Ch. A7040 to Ch. A7120); and
 - Part of the landscaped area at front of MLS Park Motors (Ch. A7130 to Ch. A7260).

17.4.1.3.5 Navan Road / Old Cabra Road Junction to Ellis Quay (for baseline features refer to Figure 17.1, Sheets 13 to 16 of 17 in Volume 3 of this EIAR)

The following works are proposed in this section of the Proposed Scheme:

- Works along and across the full length of the road corridor within this section, with changes to kerbs, carriageway, footpath, surfacing, street features and removal of a number of street trees on the Old Cabra Road (Ch. A7400 to Ch. A9492);
- Works to the junction at Prussia Street / Aughrim Street / Manor Street and associated urban realm (Ch. A8650 to Ch. A8730);
- Traffic management works, the introduction of cycle tracks and substantial changes to urban realm within the road / footpath corridor along Brunswick Street North, George's Lane, King Street North, Queen Street and Blackhall Street; and
- Temporary land acquisition from the following (10no.) other properties:
 - Old Cabra Road Railway Bridge (Ch. A7740 to Ch. A7770);
 - Entrance area to the front of Lidl, Old Cabra Road (Ch. A8080 to Ch. A8100);
 - Paved area to the front of 43, 44, 45 and 46 Prussia Street (Ch. A8270 to Ch. A8310);
 - Entrance to BA Steel Fabrications (Ch. A8400 to Ch. A8410);
 - Entrance and the low wall to front of the Park Shopping Centre Car Park (Ch. A8310 to Ch. A8330); and
 - Luas tracks at Benburb Street / Blackhall Place (Ch. A9440 to Ch. A9450) and Benburb Street / Queen Street (Ch.G50 to Ch.G60).

17.4.1.3.6 Construction Compounds

Construction Compounds are to be located as follows:

- BL1: Existing car park in Tolka Valley currently being used in 2022 by Irish Water;

- BL2: On landscape area in corner of junction between N3 Navan Road and Access to Junction 6 Health and Leisure Centre (Ch. A2200 to Ch. A2260); and
- BL3: On landscape areas between the N3 Navan Road and the R102 New Dunsink Lane (at N3 / M50 Junction) (Ch. A2720 to Ch. A2880).

17.4.1.4 Operational Phase

The key characteristics of the Proposed Scheme of particular relevance to the townscape and visual assessment during the Operational Phase, include:

- Changes to traffic movements along the Proposed Scheme and on adjoining roads where traffic management measures are proposed; and
- Changes in streetscape elements, including allocation of carriageway space, provision of cycle and footpath facilities, signage, lighting, surfacing, road marking, etc. along the Proposed Scheme.

Other key characteristics along sections of the Proposed Scheme of particular relevance to the townscape and visual assessment during the Operational Phase, are outlined in the following sections.

17.4.1.4.1 N3 Blanchardstown Town Junction to Snugborough Road (for baseline features refer to Figure 17.1, Sheets 1 to 4 of 17 in Volume 3 of this EIAR)

The following is proposed in this section of the Proposed Scheme:

- Changes to the existing road network within and around the Blanchardstown Shopping Centre, most notably in the operation of a new Bus Interchange and changes to the existing boundary and the boundary planting along Blanchardstown Road South, and the link to Snugborough Junction.

The following key landscape measures are proposed in this section:

- Provision of tree and tree belt planting in replacement of trees and vegetation removed at the Blanchardstown Shopping Centre and surrounding roads; and
- Provision of quality urban realm scheme at the Bus Interchange in Blanchardstown Shopping Centre (Ch. F000 to Ch. F300).

17.4.1.4.2 Snugborough Road to N3 / M50 Junction. (for baseline features refer to Figure 17.1, Sheets 4 to 7 of 17 in Volume 3 of this EIAR)

The following is proposed in this section of the Proposed Scheme:

- Minor changes to the existing N3 road network, with provision of a bus stop, bus lanes, laybys, permanent acquisition of public lands and the provision of pedestrian ramps and stepped access between N3 and Mill Road to the north and south sides of the N3, including permanent land acquisition from open space at Millstead;
- Provision of tree and tree belt planting in replacement of trees and vegetation removed at proposed bus stops and pedestrian ramp and step access at Mill Road / Millstead, Blanchardstown (Ch. A1580 to Ch. A1680); and
- Permanent land acquisition from Junction 6 Health and Leisure Village and from residential property at Woods End Apartments with the removal and realignment of the boundary and loss of some shared landscape area. Permanent and temporary land acquisition from No. 3 Catherine's Well with the removal of tree planting and the removal and realignment of the boundary (Ch. A1860 to Ch. A1950).

The following key landscape measures are proposed in this section:

- Provision of tree and tree belt planting, where practicable, in replacement of trees and vegetation removed along the N3 corridor and at Mill Lane; and
- Replacement of screening planting between the N3 and open space at Millstead, with additional tree planting into the open space (Ch. A1600 to Ch. A1650).

17.4.1.4.3 N3/M50 Junction to Navan Road/Ashtown Road Junction (for baseline features refer to Figure 17.1, Sheets 7 to 10 of 17 in Volume 3 of this EIAR)

The following is proposed in this section of the Proposed Scheme:

- Minor changes to the existing road network, most notably between the junction with Navan Road Parkway Station and Ashtown Road Junction with sections of permanent land acquisition and loss of street trees / boundary planting and set back of a short section of existing boundary fences / wall; and
- Changes at Auburn Avenue and New River Road, including changes to the roundabout junction with the addition of new cycle lanes and footpaths within surrounding landscape area and permanent land acquisition of part of the open space adjacent to Auburn Green (Ch. A2900 to Ch. A3000).

The following key landscape measures are proposed in this section:

- Provision of a tie-in between the cycle and pedestrian access at Castleknock Manor (Ch. A3380 to Ch. A3420); and
- Provision of quality urban realm scheme at Ashtown Road Junction and surrounding context – including appropriate reinstatement of the Martin Savage Memorial (Ch. A4820 to Ch. A4920).

17.4.1.4.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road (for baseline features refer to Figure 17.1, Sheets 10 to 13 of 17 in Volume 3 of this EIAR)

The following is proposed in this section of the Proposed Scheme:

- Changes along the full length of Navan Road with the loss of existing narrow verges and associated young street trees (Ch. A4900 to Ch. A7300);
- Permanent land acquisition from the following (53no.) residential properties:
 - Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);
 - Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.); and
 - Nos. 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, Navan Road (29no.).
- Permanent land acquisition from the following other properties and open spaces:
 - Open space with tree planting at Belleville (Ch. A4880 to Ch. A5000);
 - Landscape areas at Navan Road / Kempton Avenue Junction (Ch. A5020 to Ch. A5120);
 - Front of Belvedere Sports Ground with some tree removal (Ch. A5970 to Ch. A6130);
 - Part landscape space / part car park at Cabra Garda Station (Ch. A6650 to Ch. A6760);
 - Front of the Holy Family School for the Deaf Grounds (Ch. A6760 to Ch. A6970);
 - Curam Care Home (Ch. A6970 to Ch. A7020);
 - Front of the Telephone Exchange, including part of the tree-line planting area (Ch. A7040 to Ch. A7070); and
 - Part of the landscape area at the front of MLS car dealership (Ch. A7140 to Ch. A7260).

The following key landscape measures are proposed in this section:

- Replacement, where practicable, of new appropriately located street trees along the Navan Road between Ashtown Road Junction and Old Cabra Road (Ch. A4900 to Ch. A7400);
- Provision of appropriate urban realm / paving detail fronting Our Lady of Christians Parish Church / Assisi House (Ch. A6220 to Ch. A6320); and
- Enhanced landscape proposals for the road corridor at junction of Navan Road / Old Cabra Road / Ratoath Road (Ch. A7300 to Ch. A7520).

17.4.1.4.5 Navan Road / Old Cabra Road Junction to Ellis Quay (for baseline features refer to Figure 17.1, Sheets 13 to 16 of 17 in Volume 3 of this EIAR)

The following is proposed in this section of the Proposed Scheme:

- Changes to the carriageway, footpaths along road corridors, including at the public area at junction of Prussia Street / Aughrim Street / Manor Street.

The following key landscape measures are proposed in this section:

- Substantially enhanced urban realm scheme at the junction of Prussia Street / Aughrim Street / Manor Street and through Stoneybatter, along Manor Street, Blackhall Street, Brunswick Street, King Street North, Queen Street and Blackhall Place to Liffey Quays (Ch. A8650 to Ch. A9492, Ch. G000 to Ch. G495, Ch. H000 to Ch. H173, Ch. K000 to Ch K81).

17.4.1.4.6 General landscape / townscape and visual measures

In addition to the above works, the following specific landscape / townscape and visual measures are included within the Proposed Scheme:

- Where paving, existing trees, hedges, and/or plantings are removed from temporary acquisition areas, new planting and paving replacements will be provided as appropriate. Where practicable, new plants will be the same or species to those removed. Replacement plant sizes will be those that are readily available and therefore, will be unlikely to match the maturity of plants removed (especially in the case of larger trees) however, where practicable, semi-mature trees will be used in the replanting works throughout the scheme. Being of the same or similar species, maturity similar to that of the existing can be achieved in time;
- New boundaries will be established on the setback line to match the existing boundary. The construction and provision of the new boundaries will take account of the location of existing trees, other plantings, gradients, drainage, property features and access arrangements so as to minimise additional indirect effects. Where practicable, existing railings, gates, cut stone walls and/or piers (or where appropriate, elements of same) to be removed will be reinstated on the new setback boundary line. Details of reinstatement to be subject to discussion between the landowner and the NTA;
- The Proposed Scheme will provide for the planting of new semi-mature street trees to replace removed trees, where practicable, and for improvement of the streetscape environment. Species selected shall be appropriate to the urban street environment and to the characteristics of the specific location;
- Proposals for the treatment of the urban realm within the streetscape impacted by the Proposed Scheme will have regard to the existing character of the street or location, to emerging policies, objectives and proposals for the urban realm and to opportunities for mitigation of impact on the urban realm and the streetscape. Proposals will have regard to historic details and features, to the quality of existing and proposed materials, to the reduction of clutter, ease of legibility, and management and maintenance requirements;
- Landscape proposals will have regard to the recommendations of Chapter 12 (Biodiversity) in relation to opportunities for provision of biodiversity and of Chapter 13 (Water) in relation to opportunities for incorporation of Sustainable Urban Drainage Systems (SuDS);
- All aspects of the Proposed Scheme within public areas will revert to on-going management and maintenance in accordance with normal operational practices. This will include hard and soft landscape works and townscape measures, new and reinstated tree and other planting, and new and reinstated surfacing and paving, etc.; and
- Maintenance and monitoring of reinstatement and other works in private areas (e.g. temporary acquisition areas) will ensure that any defective materials or workmanship will be made good within a period of 12 months following completion of Construction Phase.

17.4.2 'Do Nothing' Scenario

With respect to Landscape (Townscape) and Visual, the 'Do Nothing' scenario means that the Proposed Scheme would not proceed and associated changes to the Landscape (Townscape) and Visual environment would not

arise. Therefore, landscapes / townscapes and properties along the Proposed Scheme would not experience the impacts that are associated with the Proposed Scheme and their existing setting would experience little or no change in the short to medium-term. Nevertheless, given the urban context of the Proposed Scheme it is considered likely that the road corridor of the Proposed Scheme will continue to experience pressure for reallocation of carriageway space and associated traffic movements in direct response to the increasing demand for alternative modes of transport (i.e. away from private car).

As such, there would be a Neutral effect on the Landscape (Townscape) and Visual effect under the 'Do Nothing' scenario.

17.4.3 Construction Phase

The Construction Phase of the Proposed Scheme will give rise to temporary or short-term (1 to 2 years) townscape streetscape and visual impact through the following:

- Site mobilisation and establishment, fencing and hoarding of Construction Compounds and works areas - including within private areas / gardens;
- Site demolition, including removal of boundaries, kerbs, verges, surfaces, landscape areas, trees and plantings – including boundary fences, walls and plantings within private areas / gardens;
- Site activity and visual disturbance from general construction works and operation of construction machinery both within the site and at the Construction Compounds;
- Construction works involving the diversion of existing underground / overground services and utilities, provision of new services and utilities, drainage features and connections, etc.;
- Site activity and construction works involved in construction of new carriageways, kerbings, footpaths and cycle tracks, bus stops and signage, reinstatement of boundaries / provision of new boundaries and landscape reinstatement works / provision of new landscape, etc.; and
- Decommissioning of works areas and the Construction Compounds.

A detailed description of the construction of the Proposed Scheme is provided in Chapter 5 (Construction).

17.4.3.1 Impact on Townscape and Streetscape Character

As set out in Section 17.3, the Proposed Scheme is described in the following five geographical sections as follows:

- Section 1: N3 Blanchardstown Junction to Snugborough Road;
- Section 2: Snugborough Road to N3 / M50 Junction;
- Section 3: N3 / M50 Junction to Navan Road / Ashtown Road Junction;
- Section 4: Navan Road / Ashtown Road junction to Navan Road / Old Cabra Road Junction; and
- Section 5: Navan Road / Old Cabra Road junction to Ellis Quay.

17.4.3.1.1 N3 Blanchardstown Junction to Snugborough Road (for baseline features refer to Figure 17.1, Sheets 1 to 4 of 17 in Volume 3 of this EIAR)

The baseline townscape is of low / medium sensitivity and construction of the Proposed Scheme involves substantial excavation and construction works of sections of kerbs, road carriageways, retaining wall, sections of footpaths, junctions, surfacing and parking, drainage features, and localised removal of trees and planting within and around Blanchardstown Shopping Centre. Works will provide for a new Bus Interchange centrally located within the shopping centre grounds. This element of works will result in considerable localised changes and removal of young street trees, trees and other planting. The Proposed Scheme also includes for provision of a construction compound within an existing area of car parking within Tolka Valley. The construction works will not alter the overall townscape character along this section of the Proposed Scheme but there will be some changes to streetscape character. The magnitude of change in the baseline environment is high.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Moderate and Temporary / Short-term and localised.

17.4.3.1.2 Snugborough Road to N3 / M50 Junction (for baseline features refer to Figure 17.1, Sheets 5 to 7 of 17 in Volume 3 of this EIAR)

The baseline townscape is of low sensitivity and construction of the Proposed Scheme involves excavation and construction works of sections of road carriageways, retaining wall, boundaries, junctions, surfacing, drainage features, utilities and existing planting along this major road corridor. The Construction Phase includes for major structures along this section including:

- Tolka River Bridge (BR01);
- Mill Road Bridge (BR02); and
- Pedestrian Ramps (RW07-A and RW07-B).

The pedestrian ramps will be constructed to provide access between Mill Road and new bus stops on the N3 dual carriageway. Pedestrian ramps will be constructed to the north of the N3 (RW07-B) within open space at Tolka Valley and to the south of the N3 (RW07-A) within open space adjacent to Millstead. The works will require partial removal of groups of mature trees and young trees and vegetation at both locations and substantial changes to the existing open space at Millstead including a reduction of screening vegetation bordering the N3 and provision of replacement planting. The Construction Phase will necessitate temporary land acquisition from 2no. residential properties. The Proposed Scheme also includes for provision of a construction compound (Compound BL2) in landscape area in the junction between N3 Navan Road and Access to Junction 6 Health and Leisure Centre. The construction works will not alter the overall townscape character along this section of the Proposed Scheme but there will be substantial localised changes to streetscape character particularly at Mill Road. The magnitude of change in the baseline environment is high.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Moderate and Temporary / Short-term.

17.4.3.1.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction (for baseline features refer to Figure 17.1, Sheets 7 to 10 of 17 in Volume 3 of this EIAR)

The baseline townscape is of low sensitivity and construction of the Proposed Scheme involves relatively minor excavation and construction works along sections of carriageways, retaining wall, boundaries, junctions, surfacing, drainage features, utilities and existing planting along this major road corridor. There will be works to Auburn Avenue and New River Road with works to junction, surrounding landscape areas and the open space adjacent to Auburn Green. The Proposed Scheme also includes for provision of a construction compound (Compound BL3) on a landscape area between N3 Navan Road and New River Road. The construction works will not alter the overall townscape / streetscape character along this section of the Proposed Scheme but there will be some changes to streetscape character. The magnitude of change in the baseline environment is low / medium.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Slight and Temporary / Short-term.

17.4.3.1.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction (for baseline features refer to Figure 17.1, Sheets 10 to 14 of 17 in Volume 3 of this EIAR)

The baseline townscape is of medium sensitivity and construction of the Proposed Scheme involves excavation and construction works along the full road corridor with direct impact on sections of kerbs, verges and young street trees, carriageways, footpaths, junctions, drainage features, utilities and sections of roadside boundaries. The Construction Phase will necessitate temporary land acquisition from 83no. residential properties, and a number of open spaces and commercial properties, with associated direct impact on property boundaries and / or entrances, driveways, gardens / landscape areas and associated plantings.

The construction works will not alter the overall townscape character along this section of the Proposed Scheme, however, the works will impact on the streetscape character of the primarily residential areas to either side of the major road corridor. Removal of Ashtown roundabout and existing mature trees and temporary impact on setting of Lt. Martin Savage memorial will be a prominent alteration. The magnitude of change in the baseline environment is very high.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Significant / Very Significant and Temporary / Short-term.

17.4.3.1.5 Navan Road / Old Cabra Road Junction to Ellis Quay (for baseline features refer to Figure 17.1, Sheets 14 to 17 of 17 in Volume 3 of this EIAR)

The baseline townscape is of high / very high sensitivity and construction of the Proposed Scheme involves removal of landscape features, excavation and construction works of sections of kerbs, carriageways, sections of footpaths, junctions, surfacing and parking areas, drainage features and utilities along the road corridor. The construction works will not alter the overall townscape character along this section of the Proposed Scheme but there will be some changes to streetscape character. The magnitude of change in the baseline environment is medium / high.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Moderate / Significant and Temporary / Short-term.

17.4.3.2 Impact on Streetscape Elements and Visual Impacts

17.4.3.2.1 Architectural Conservation Areas

There are no Architectural Conservation Areas along the Proposed Scheme.

17.4.3.2.2 Conservation Areas

Conservation Areas are located at Prussia Street in Stoneybatter and along Blackhall Place and Liffey Quays.

The construction of the Proposed Scheme will result in changes and alterations to the streetscape and urban realm features at / within these conservation areas. Sensitivity is high. The magnitude of change in the baseline environment is medium / high.

The townscape / streetscape and visual effect of the Construction Phase on the conservation areas will be Negative, Moderate / Significant and Temporary / Short-term.

17.4.3.2.3 Residential Conservation Areas

A residential conservation area is located at Stoneybatter. The construction of the Proposed Scheme will not directly impact on the residential conservation areas and works are limited to the public roads / spaces in the area. Sensitivity is high. The magnitude of change in the baseline environment is medium.

The potential townscape / streetscape and visual effect of the Construction Phase on residential conservation areas is assessed to be Negative, Slight / Moderate and Temporary / Short-term.

17.4.3.2.4 Protected Structures

A number of protected structures are located along the Proposed Scheme. These include Ranelagh Bridge (Royal Canal) at the N3 / M50 Interchange, Everton House, Grainger Hanlon's Corner Public House and a wide range of properties from Stoneybatter through to Liffey Quays. While located along the principal road corridor of the Proposed Scheme, there is no direct effect on the properties or structures. Sensitivity is very high. The magnitude of change is low. (Refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual effect of the Construction Phase on protected structures is assessed to be Negative, Moderate and Temporary / Short-term.

17.4.3.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme. These include the high amenity area of the River Tolka valley, open spaces at Belleville, Kempton, the Paddock's, Belvedere Sports Grounds, and within Pine Hurst (Navan Road) and open space with trees around Drumalee (Prussia Street).

The construction of the Proposed Scheme includes works within open space of Tolka Valley, with partial removal of groups of mature trees at Mill Road, and impact on the roadside boundary and planting at Belleville open space, and Belvedere sports grounds. Sensitivity is high. The magnitude of change is medium / high.

The potential townscape / streetscape and visual effect of the Construction Phase on these amenities is assessed to be Negative, Moderate / Significant and Temporary / Short-term.

17.4.3.2.6 Tree Preservation Orders / Tree Preservation Objectives

There are no tree preservation orders (TPO) along the Proposed Scheme. Tree/Woodland Preservation Objectives pertaining to trees within the Tolka Valley and within the former Phoenix Park Racecourse lands at R147 Navan Road Ashtown. The construction and provision of a pedestrian ramp and step access at Mill Road will require removal of mature woodland trees and planting with Tolka River Valley. Sensitivity is high. The magnitude of change is medium.

The potential townscape / streetscape and visual effect of the Construction Phase on these Tree/Woodland Preservation Objectives is assessed to be Negative, Moderate and Temporary / Short-term.

17.4.3.2.7 Preserved Views / Scenic Views, etc.

Preserved views are identified along a short section north from River Road adjacent to N3 / M50 Motorway Junction and along the Liffey Quays. The construction works involve negligible / little works to the road corridor in the context of these views. Sensitivity is high. The magnitude of change is negligible / low.

The potential townscape / streetscape and visual effect of the Construction Phase on preserved views / scenic views is assessed to be Negative, Imperceptible and Temporary / Short-Term.

17.4.3.2.8 Properties

Construction of the Proposed Scheme will require the temporary land acquisition from 86no. residential properties:

- Woods End Apartments, River Road;
- No. 3 Catherine's Well;
- Entrance to Phoenix Park Racecourse;
- Nos. 110 (Prague), 112, 114, 116, 122 and 124 Navan Road (6no.);
- Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);
- Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.);
- No. 225 Navan Road (1no.);
- Nos. 255 and 257 Navan Road (2no.);
- No. 263 Navan Road (1no.);
- Nos. 262 and 264 Navan Road (2no.);
- Nos. 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323 Navan Road (30no.);
- Nos. 331, 333, 335, 337, 339, 341, 343, 345, 347, 349 and 351 Navan Road (11no.); and
- Nos. 383 (Saint Anthony's), 385 (Lyttle Holme), 387 (Alma), 389 (Rosebank), 393 (St. Anne's), 395 (Saint Mary's) and 397 (Woodlands) Navan Road (7no.).

The majority of the residential properties impacted by temporary land acquisition are located along Navan Road between Ashtown and Old Cabra Road (83no.). The houses have mature established gardens, although often converted to household parking areas, with boundary railings, walls, entrance gates and associated lawns and plantings. Construction works for widening for the Proposed Scheme will result in the removal of the existing boundaries including walls and entrance gates, portions of gardens and associated plantings. Local arrangements will be made on a case-by-case basis to maintain continued access to homes affected by the works, at all times, where practicable. Access will be maintained for emergency vehicles along the Proposed Scheme, throughout the Construction Phase. Construction works adjacent to and within these private and adjoining public areas will be openly visible from these properties. The sensitivity is high and the magnitude of change is very high.

The potential townscape / streetscape and visual effect of the Construction Phase on these properties is assessed to be Negative, Very Significant/Profound and Temporary / Short-term.

Construction of the Proposed Scheme will require land acquisition from a number of non-residential properties and open spaces:

- Various parts of landscape space / car parking at Blanchardstown Shopping Centre including Eir lands and at commercial units south of the L3020 (Ch. A000 to Ch. A600, Ch. B000 to Ch. B600, Ch. D000 to Ch. D168, Ch. E90 to Ch. E362 (and beyond), Ch. F000 to Ch. F352);
- Land from various roadside open spaces along N3 / R147 / Navan Road, and L3020, including land in Tolka Valley, public lands at Irish Water pumping station (Mill Road), from Junction 6 Health and Leisure Village, and land to southwest of Ashtown Roundabout (Ch. A000 to Ch. A750 and Ch. A1000 to Ch. A4850);
- Open space at Millstead (Ch. A1600 to Ch. A1650);
- Open space at Auburn Green (Ch. A2900 to Ch. A2970);
- Circle K, Ashtown Service Station, Navan Road (Ch. A3400 to Ch. A3480);
- Ashtown Business Centre, Navan Road (Ch. A4460 – Ch. A4480);
- No. 391 Navan Road (Leitrim Lodge Bed & Breakfast);
- Open space with tree planting at Belleville (Ch. A4880 to Ch. A4960);
- Front of Little Stars Creche and Montessori, 351A Navan Road (Ch. A5425 to Ch. A5440);
- Entrances to front of St. Vincent's Centre (circa Ch. A5370, Ch. A5450 and Ch. A5590);
- Front of Belvedere Sports Ground with some tree removal (Ch. A5970 to Ch. A6130);
- Part of paved area to front of Saint John Bosco Junior Boys School (Ch. A6215 to Ch. A6225);
- Part of paved area to front of Our Lady Help of Christians church (Ch. A6225 to Ch. A6250);
- Paved area to front of 199 Navan Road (Ch. A6250 to Ch. A6275);
- Part landscape space / part car park at Cabra Garda Station (Ch. A6650 to Ch. A6760);
- Front of Holy Family School for the Deaf Grounds (Ch. A6760 to Ch. A6970);
- Curam Care Home (Ch. A6970 to Ch. A7020);
- Entrance at Aras Slainte (Ch. A7050 to Ch. A7060);
- No. 72 Navan Road;
- Front of Telephone Exchange, including part of tree-line planting area (Ch. A7040 to Ch. A7120);
- Part of landscape area at front of MLS Park Motors (Ch. A7130 to Ch. A7260);
- Old Cabra Road Railway Bridge (Ch. A7740 to Ch. A7770);
- Entrance area to front of Lidl, Old Cabra Road (Ch. A8080 to Ch. A8100);
- Paved area to front of 43, 44, 45 and 46 Prussia Street (Ch. A8270 to Ch. A8310);
- Entrance to BA Steel Fabrications (Ch. A8400 to Ch. A8410);
- Entrance and low wall to front of Park Shopping Centre Car Park (Ch. A8310 to Ch. A8330); and
- Luas tracks at Benburb Street / Blackhall Place (Ch. A9440 to Ch. A9450) and Benburb Street / Queen Street (Ch. G50 to Ch. G60).

While some areas are hard standing, works will involve removal of some boundaries and areas of landscape. The sensitivity is medium and the magnitude of change is high.

The potential townscape / streetscape and visual effect of the Construction Phase on these properties is assessed to be Negative, Moderate and Temporary / Short-term.

In addition to those properties directly effected through temporary land acquisition of private areas, construction of the Proposed Scheme will also result in visual impacts for other residential and non-residential properties located along, fronting and viewing the Proposed Scheme. Effects will arise from the provision of Construction Compounds, general disturbance, demolition, excavation and construction works within the public road corridor of the Proposed Scheme. Construction works will be openly visible from these properties. The sensitivity is high and the magnitude of change is medium / high.

The potential townscape and visual effect of the Construction Phase on these properties is assessed to be Negative, Significant and Temporary / Short-term.

17.4.3.2.9 Trees

Construction of the Proposed Scheme will require removal of existing trees and other plantings at specific locations along the road corridor. These include trees and planting around Blanchardstown Shopping Centre,

along the N3 road corridor and from along Navan Road (Ashtown Roundabout, street trees and from within properties). The sensitivity is high and magnitude of change is high.

The potential townscape and visual effect of the Construction Phase on trees and plantings is assessed to be Negative, Moderate / Significant and Short-term.

17.4.3.3 Summary of Construction Phase Impacts

The summary of the landscape and visual impact assessment for the Construction Phase of the Proposed Scheme is set out in Table 17.7.

Table 17.7: Summary of Potential Construction Phase Impacts

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Effects
Townscape and Streetscape Character				
	N3 Blanchardstown Junction to Snugborough Road For proposed changes see Section 17.4.3.1.1	Low/Medium	High	Negative Moderate Temporary / Short-term
	Snugborough Road to N3 / M50 Junction For proposed changes see Section 17.4.3.1.2	Low	High	Negative Moderate Temporary / Short-term
	N3 / M50 Junction to Navan Road / Ashtown Road Junction For proposed changes see Section 17.4.3.1.3	Low	Low / Medium	Negative Slight Temporary / Short-term
	Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.3.1.4	Medium	Very High	Negative Significant / Very Significant Temporary / Short-term
	Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.3.1.5	High / Very High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Streetscape Characteristics and Visual Impacts				
ACA	There are no ACA's along the Proposed Scheme. For proposed changes see Section 17.4.3.2.1	N/A	N/A	N/A
Conservation Areas	Prussia Street in Stoneybatter, along Blackhall Place and Liffey Quays For proposed changes see Section 17.4.3.2.2	High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Residential Conservation Areas	Stoneybatter For proposed changes see Section 17.4.3.2.3	High	Medium	Negative Slight / Moderate Temporary / Short-term
Protected structures	For proposed changes see Section 17.4.3.2.4	Very High	Low	Negative Moderate Temporary / Short-term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	High	Medium / High	Negative Moderate / Significant Temporary / Short-term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Effects
Tree Preservation Orders / tree Protection Objectives	For proposed changes see Section 17.4.3.2.6	High	Medium	Negative Moderate Temporary / Short-term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Negligible / Low	Negative Imperceptible Temporary
Properties	Part of residential property in temporary land acquisition For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Temporary / Short-term
	Non-residential properties included in temporary land acquisition (e.g. open space at Belleville, Belvedere Sports Ground, Cabra Garda Station, St. Joseph's) For proposed changes see Section 17.4.3.2.8	Medium	High	Negative Moderate Temporary / Short-term
	Properties along, fronting and viewing the Proposed Scheme not included in temporary acquisition. For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Significant Temporary / Short-term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	High	High	Negative Moderate / Significant Short-term

17.4.4 Operational Phase

The Operational Phase of the Proposed Scheme will give rise to townscape streetscape and visual effects through the following:

- Alterations in the physical and visual character of the corridor of the existing road/street;
- Changes in traffic, pedestrian and cycle movements;
- Modification of areas of private property / gardens / boundaries including some permanent acquisition of private land; and
- Adjustments to other areas / boundaries.

These effects may be temporary, short-term, medium-term, long-term or permanent.

While alterations in the road corridor and changes in traffic, pedestrian and cycle movements are features of the Proposed Scheme, it is not anticipated that these aspects in themselves will give rise to significant landscape, townscape or visual effects. Changes in road corridors, including in traffic signalisation, signage, and in carriageway / parking allocation and traffic movements are a common and regular aspect of active road and traffic management for urban roads and streets. Therefore, these changes may be considered part and parcel of on-going or regular changes that may be expected to occur, and do occur, from time to time in any urban streetscape environment and such changes are considered as a low or negligible magnitude of change. A detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description).

17.4.4.1 Impact on Townscape and Streetscape Character

As set out in Section 17.3.4 the Proposed Scheme is sub-divided into five townscape / streetscape character areas:

- N3 Blanchardstown Junction to Snugborough Road;
- Snugborough Road to N3 / M50 Junction;

- N3 / M50 Junction to Navan Road / Ashtown Road Junction;
- Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction; and
- Navan Road / Old Cabra Road Junction to Ellis Quay.

17.4.4.1.1 N3 Blanchardstown Junction to Snugborough Road

The Operational Phase of the Proposed Scheme involves changes to the existing layout of roads, and carparking within Blanchardstown Shopping Centre and along approach roads to N3 / Snugborough Road Junction and the provision of a new interchange. At Construction Phase, mostly young trees will be lost, and the effects of this loss will continue into the Operational Phase, however, some replacement / compensatory planting will be provided which will neutralise effects over the long-term. The Proposed Scheme will not alter the overall townscape / streetscape character along this section of the Proposed Scheme. The baseline townscape is of low / medium sensitivity. The magnitude of change in the baseline environment is low.

The potential townscape / streetscape effect of the Operational Phase is assessed to be Negative, Slight and Short-term, becoming Neutral, Slight, Long-term.

17.4.4.1.2 Snugborough Road to N3 / M50 Junction

The Operational Phase of the Proposed Scheme involves changes primarily to Mill Road / N3 overbridge area with provision of ramp and step access to Mill Road via Tolka Valley Park and open space adjacent to Millstead and localised changes to sections of road boundary. Trees will be lost during the Construction Phase, and the effect of this permanent loss will also be experienced during the Operational Phase. However, some replacement / compensatory planting will be provided which will reduce effects over the long-term. The Proposed Scheme will not alter the overall townscape / streetscape character along this section of the Proposed Scheme. The baseline townscape is of low sensitivity. The magnitude of change in the baseline environment is medium.

The potential townscape / streetscape effect of the Operational Phase is assessed to be Negative, Slight and Short-term, becoming Neutral, Slight, Long-Term.

17.4.4.1.3 N3 / M50 Junction to Navan Road / Ashtown Road Junction

The Operational Phase of the Proposed Scheme involves relatively minor changes to the existing road corridor. The construction works will not alter the townscape / streetscape character along this section of the Proposed Scheme. At Construction Phase, trees will be lost and the effect of this loss will be felt into the Operational Phase, but some partial replacement / compensatory planting will be provided which as it establishes will result in reduced effects. The baseline townscape is of low sensitivity. The magnitude of change in the baseline environment is low.

The potential townscape / streetscape effect of the Construction Phase is assessed to be Negative, Slight and Short-term, becoming Negative, Imperceptible, Long-Term.

17.4.4.1.4 Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction

The Operational Phase of the Proposed Scheme involves some considerable changes to the road corridor, most notably where there is permanent land acquisition of private gardens / lands are required along Navan Road. At Construction Phase, trees will be lost and the effect of this will be felt into the Operational Phase. Some partial replacement / compensatory planting will be provided which reduce effects but will take time to establish, however, for some areas of streetscape there will remain a net loss of trees. While the Proposed Scheme will not alter the existing townscape character beyond the road corridor and immediate surroundings, the Scheme will alter the character of the streetscape along this section of the Proposed Scheme. There will be notable improvements to the streetscape at Navan Road / Old Cabra Road Junction. The baseline townscape is of medium sensitivity. The magnitude of change in the baseline environment is medium / high.

The potential effect of the Operational Phase is assessed to be Negative, Moderate and Short-Term becoming Slight / Moderate, Long-Term.

17.4.4.1.5 Navan Road / Old Cabra Road Junction to Ellis Quay

The Operational Phase of the Proposed Scheme involves modest changes along the existing road corridor, which will not appreciably alter the townscape character along this section of the Proposed Scheme, but there will be mainly positive changes to the streetscape character, most notably in Stoneybatter, Blackhall Street, Blackhall Place, George's Lane, Queen Street and junction of King Street North and Queen Street, where there will be appreciable improvements to the appearance and accessibility of the urban realm. The baseline townscape is of high / very high sensitivity. The magnitude of change in the baseline environment is medium.

The potential effect of the Operational Phase is assessed to be Positive, Moderate Short-Term continuing into the Long-term.

17.4.4.2 Impact on Streetscape Elements and Visual Impacts

17.4.4.2.1 Architectural Conservation Areas

There are no ACAs along the Proposed Scheme.

17.4.4.2.2 Conservation Areas

Conservation Areas are located at Prussia Street in Stoneybatter and along Blackhall Place and Liffey Quays.

The Operational Phase of the Proposed Scheme will not substantially impact on these conservation areas but there will be a perceivable improvement to the urban realm. Sensitivity is high. The magnitude of change in the baseline environment is low / medium.

The potential townscape / streetscape and visual effect of the Construction Phase on the conservation areas will be Positive, Slight / Moderate and Short-term becoming Positive, Moderate, Long-Term.

17.4.4.2.3 Residential Conservation Areas

A residential conservation area is located at Stoneybatter. The Operational Phase of the Proposed Scheme will positively impact on the residential conservation area through improvements to the general townscape. Sensitivity is high. The magnitude of change in the baseline environment is low / medium.

The potential townscape / streetscape and visual effect of the Construction Phase on residential conservation areas is assessed to be Positive, Slight and Short-Term becoming Positive, Slight / Moderate, Long-term.

17.4.4.2.4 Protected Structures

A number of protected structures are located along the Proposed Scheme. These include Ranelagh Bridge (Royal Canal) at N3 / M50 Interchange, Everton House, Grainger Hanlon's Corner Public House, (Old Cabra Road) and a wide range of properties from Stoneybatter through to Liffey Quays. While located along the principal road corridor of the Proposed Scheme, there is no direct effect on the properties or structures. Sensitivity is very high. The magnitude of change is negligible. (Refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual effect of the Operational Phase on protected structures is assessed to be Neutral, Not Significant and Short-Term remaining the same into the Long-term.

17.4.4.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme. These include the high amenity area of the River Tolka valley, open spaces at Belleville, Kempton, the Paddock's, Belvedere Sports Grounds, and within Pine Hurst (Navan Road) and open space with trees around Drumalee (Prussia Street).

The operation of the Proposed Scheme includes loss of a small area within Tolka Valley Park and open space adjacent to Millstead, with loss of mature trees due to the provision of ramp and step access. The Proposed Scheme will also require setback of boundaries at Belleville open space and Belvedere sports grounds. Sensitivity is high. The magnitude of change is medium.

The potential townscape / streetscape and visual effect of the Operational Phase on these amenities is assessed to be Negative, Moderate and Short-Term becoming Negative, Slight, Long-Term.

17.4.4.2.6 Tree Preservation Orders / Tree Preservation Objectives

There are no tree preservation orders (TPO) along the Proposed Scheme. There are tree preservation objectives pertaining to trees within the Tolka Valley and within the former Phoenix Park Racecourse lands at N3 Navan Road Ashtown. The Construction Phase of the pedestrian ramp and step access at Mill Road will require partial removal of groups of mature trees and planting within Tolka Valley and the effect of this permanent loss will also be experienced during the Operational Phase. There will be no unnecessary removal of trees. There will be some replacement planting where practicable, however there is limited opportunity for replacement planting at this location due to the footprint of the ramp structure. Maturation of retained vegetation and compensatory / replacement planting will reduce effects over the medium to long-term. Sensitivity is high. The magnitude of change is medium.

The potential townscape / streetscape and visual effect of the Construction Phase on these tree preservation objectives is assessed to be Negative, Moderate and Short-Term remaining Negative, Moderate into the Long-Term.

17.4.4.2.7 Preserved Views / Scenic Views, etc.

Preserved views are identified along a short section north from River Road adjacent to N3 / M50 Motorway Junction and along the Liffey Quays. The Operational Phase of the Proposed Scheme will have negligible effect on the context of these views due to the small extents and scale of changes relative to the overall scale of the views. Sensitivity is high. The magnitude of change is negligible.

The potential townscape / streetscape and visual effect of the Construction Phase on preserved views / scenic views is assessed to be Neutral, Not Significant and Short-term remaining the same into the Long-Term.

17.4.4.2.8 Properties

The Operational Phase of the Proposed Scheme will require the permanent land acquisition from 55no. residential properties (predominantly along Navan Road):

- Woods End Apartments, River Road;
- No. 3 Catherine's Well;
- Entrance to Phoenix Park Racecourse development;
- Nos. 137, 139, 141, 143, 145, 147, 149, 151, 153, 155 (The Haven), 157 (Mount Eden), 159, 161, 163 and 165 Navan Road (15no.);
- Nos. 198, 200, 202, 204, 206, 208, 210 and 212 Navan Road (8no.); and
- Nos. 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, Navan Road (29no.).

The loss of property / garden areas from the properties results in a permanently altered arrangement and reduced area which will result in a loss or a partial loss of private landscape amenity space. Sensitivity is high. The magnitude of change is high / very high.

The potential townscape / streetscape and visual effect of the Operational Phase on these properties is assessed to be Negative, Very Significant and Short-term becoming Negative, Very Significant, Short-Term becoming Negative, Significant, Long-Term.

The Operational Phase of the Proposed Scheme will require the permanent land acquisition from a number of non-residential properties and open spaces:

- Various parts of landscape space / car parking / internal roads at Blanchardstown Shopping Centre (Ch. A000 to Ch. A550, Ch. B000 to Ch. B600, Ch. D000 to Ch. D168, Ch. E100 to Ch. E362 (and beyond), Ch. F000 to Ch. F350);
- Land from various roadside open spaces along the N3 and Navan Road, including land in Tolka Valley and Irish Water pumping station (Ch. A000 to Ch. A4900);
- Open space at Millstead Ch. A1600 to Ch. A1650);
- Open space at Auburn Green (Ch. A2900 to Ch. A2970);
- Circle K, Ashtown Service Station, Navan Road (Ch. A3400 to Ch. A3480)
- Ashtown Business Centre, Navan Road (Ch. A4460 to Ch. A4480);

- Land to the southwest of Ashtown roundabout (Ch. A4800 to Ch. A4860);
- Landscape areas at Navan Road / Kempton Avenue Junction (Ch. A5020 to Ch. A5120);
- Open space with tree planting at Belleville (Ch. A4880 to Ch. A4960);
- Front of Belvedere Sports Ground (Ch. A5970 to Ch. A6130);
- Part landscape space / part car park at Cabra Garda Station (Ch. A6650 to Ch. A6760);
- Front of Holy Family School for the Deaf Grounds (Ch. A6760 to Ch. A6970);
- Curam Care Home (Ch. A6970 to Ch. A7020);
- Front of Telephone Exchange, including part of tree-line planting area (Ch. A7040 to Ch. A7120);
- Part of landscape area at front of MLS Park Motors (Ch. A7140 to Ch. A7260); and
- Entrance and low wall to front of Park Shopping Centre Car Park (Ch.8310 to Ch.8330).

Sensitivity is medium and the magnitude of change is medium.

The potential townscape / streetscape and visual effect of the Operational Phase on these properties is assessed to be Negative, Moderate and Short-Term becoming Slight / Moderate, Long-Term.

In addition to those properties directly effected through land acquisition (permanent) of areas, Operational Phase of the Proposed Scheme will also result in visual impacts for other residential and non-residential properties located along, fronting and viewing the Proposed Scheme. Effects will arise from the general change in the road corridor, urban realm and traffic patterns. Sensitivity is high. The magnitude of change is medium.

The potential townscape and visual effect of the Operational Phase on these properties is assessed to be Neutral, Slight and Short-term becoming Neutral, Imperceptible, Long-Term.

17.4.4.2.9 Trees

A number of trees will have been removed during the Construction Phase but the Operational Phase of the Proposed Scheme will not impact directly on any additional trees. However, the effect of loss of these trees from the townscape / streetscape will continue to be experienced in the Operational Phase until the point that replacement planting, if provided at similar locations and quantities, is established to a similar degree of maturity as the removed trees. There will be substantial replacement or compensatory planting where practicable, however some areas of the townscape / streetscape will be left with reduced numbers of trees, most notably at Mill Road and along Navan Road. Sensitivity is high. The magnitude of change is medium / high.

The potential townscape and visual effect of the Operational Phase on trees and plantings is assessed to be Negative, Moderate / Significant and Short-Term becoming Negative, Moderate, Long-term.

The summary of the landscape and visual effect assessment for the Operational Phase, at 1-year post completion of the Construction Phase of the Proposed Scheme is set out in Table 17.8.

17.4.4.2.10 Potential Benefits

Where the landscape measures incorporated in the design of the Proposed Scheme there is potential for a beneficial effect to the fabric and character of the receiving landscape / townscape. Measures include for improvements to the streetscape in several locations along the Proposed Scheme, including new or improved footpath and cycle routes, improved or more visually appealing hard surfacing, street furniture and planting. In some cases, this will create a net benefit compared to the baseline landscape, most notably at the Navan Road / Old Cabra Road Junction to Ellis Quay section of the scheme and within Stoneybatter Residential Conservation Area, which would experience improvements in the streetscape from new higher quality paving, new tree planting, and improved pedestrian and cycle accessibility. Over the long-term, the negative effects associated with the removal of mature trees along many sections of the scheme will reduce with the growth of replacement planting. The summary of the landscape and visual effect assessment at the early stage of the Operational Phase, (at 1-year post completion of the Construction Phase), of the Proposed Scheme is set out in Table 17.8. Operational effects following the establishment of proposed planting at 15-year post completion of the Construction Phase are shown in Table 17.10.

Table 17.8: Summary of Potential Operational Phase Impacts

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Effects
Townscape and Streetscape Character				
	N3 Blanchardstown Junction to Snugborough Road For proposed changes see Section 17.4.4.1.1	Low / Medium	Low	Negative Slight Short-term
	Snugborough Road to N3 / M50 Junction For proposed changes see Section 17.4.4.1.2	Low	Medium	Negative Slight Short-term
	N3 / M50 Junction to Navan Road / Ashtown Road Junction For proposed changes see Section 17.4.4.1.3	Low	Low	Negative Slight Short-term
	Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.4.1.4	Medium	Medium / High	Negative Moderate Short-term
	Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.4.1.5	High / Very High	Medium	Positive Moderate Short-term
Streetscape Characteristics and Visual Effects				
ACA	There are no ACA's along the Proposed Scheme. For proposed changes see Section 17.4.4.2.1	N/A	N/A	N/A
Conservation Areas	Prussia Street in Stoneybatter, along Blackhall Place and Liffey Quays For proposed changes see Section 17.4.4.2.2	High	Low / medium	Neutral Slight Short-term
Residential Conservation Areas	Stoneybatter For proposed changes see Section 17.4.4.2.3	High	Low / medium	Positive Slight Short-term
Protected structures	For proposed changes see Section 17.4.4.2.4	Very High	Negligible	Neutral Not Significant Short-term
Amenity Designations	For proposed changes see Section 17.4.4.2.5	High	Medium	Negative Moderate Short-term
Tree Preservation Orders / Tree Protection Objectives	For proposed changes see Section 17.4.4.2.6	High	Medium	Negative Moderate Short-term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Negligible	Neutral Imperceptible Short-term
Properties	Part of residential property in permanent land acquisition For proposed changes see Section 17.4.4.2.8	High	High / Very High	Negative Very Significant Short-term
	Non-residential properties included in permanent land acquisition (e.g. open space at Belleville, Belvedere Sports Ground, Cabra Garda Station, Holy Family School for the Deaf).	Medium	Medium	Negative Moderate Short-term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Effects
	For proposed changes see Section 17.4.4.2.8			
	Properties along, fronting and viewing the Proposed Scheme not included in permanent acquisition. For proposed changes see Section 17.4.4.2.8	High	Low	Neutral Slight Short-term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	High	Medium / High	Negative Moderate / Significant Short-term

17.5 Mitigation and Monitoring Measures

This section describes mitigation and monitoring measures which are proposed to ameliorate, remediate or reduce significant landscape (townscape) and visual impacts from the Construction and Operational Phases wherever possible.

17.5.1 Construction Phase

A series of mitigation and management measures are proposed to avoid, reduce or remediate, wherever practicable significant negative landscape (townscape) and visual effects of the Construction Phase of the Proposed Scheme. These measures are to be applied across the scheme wherever necessary to avoid disturbance of landscape features or characteristics to be retained. Generally, the effect rating post-mitigation will be the same as pre-mitigation, however the measures proposed should still be applied as necessary to manage the potential effects of construction activities. A summary of predicted Construction Phase effects following the implementation of mitigation and monitoring measures is listed in Table 17.9.

- Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 'Trees in relation to design, demolition and construction - Recommendations' (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project-specific arboricultural methodology for such works, which will be prepared by a professional qualified arborist. For details of trees to be retained refer to Tree Protection Plans in the Arboricultural Impact Assessment (Appendix A17.1 in Volume 4 of this EIAR);
- Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with 'BS 3998:2010 Tree Work – Recommendations' (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist. For details of trees and vegetation to be removed refer to Tree Protection Plans in the Arboricultural Impact Assessment (Appendix A17.1 in Volume 4 of this EIAR)) and Landscape General Arrangements (BCIDC-ARP-ENV_LA-0005_XX_00-DR-LL-9001 in Volume 3 of this EIAR);
- The Arboricultural Assessment prepared for the Proposed Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for on-going monitoring of retained trees during the Operational Phase;
- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8 and Section 17.4.4.2.8), an inventory of boundary details and accesses, planting, paving, and other features that may be disturbed or removed will be prepared by the appointed contractor prior to commencement of construction works;
- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8 and Section 17.4.4.3.8), appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the

Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA. Where boundary features, gates, railings, archways of heritage importance (and which contribute to landscape value) are to be affected by the works, mitigation measures should follow those outlined in Chapter 16 (Architectural Heritage); and

- Appropriate access to amenities and public open spaces shall be maintained by the appointed contractor.

In addition to the above measures, construction works will be managed by the preparation of a Construction Environmental Management Plan (CEMP) - refer to Appendix A5.1 in Volume 4 of the EIAR). This provides the environmental management framework to be adhered during construction of the Proposed Scheme.

Table 17.9: Summary of Predicted Construction Phase Impacts Following the Implementation of Mitigation and Monitoring Measures

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Effects
Townscape and Streetscape Character				
	N3 Blanchardstown Junction to Snugborough Road For proposed changes see Section 17.4.3.1.1	Low / Medium	High	Negative Moderate Temporary / Short-term
	Snugborough Road to N3 / M50 Junction For proposed changes see Section 17.4.3.1.2	Low	High	Negative Moderate Temporary / Short-term
	N3 / M50 Junction to Navan Road / Ashtown Road Junction For proposed changes see Section 17.4.3.1.3	Low	Low / Medium	Negative Slight Temporary / Short-term
	Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.3.1.4	Medium	Very High	Negative Significant Temporary / Short-term
	Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.3.1.5	High / Very High	Medium / High	Negative Significant Temporary / Short-term
Streetscape Characteristics and Visual Impacts				
ACA	There are no ACAs along the Proposed Scheme For proposed changes see Section 17.4.3.2.1	N/A	N/A	N/A
Conservation Areas	For proposed changes see Section 17.4.3.2.2	High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	High	Medium	Negative Slight / Moderate Temporary / Short-term
Protected structures	For proposed changes see Section See section 17.4.3.2.4 (Refer also to Chapter 16 (Architectural Heritage)).	Very High	Low	Negative Moderate Temporary / Short-term
Amenity Designations	For proposed changes see Section See section 17.4.3.2.5	High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Tree Preservation	For proposed changes see Section See section 17.4.3.2.6	High	Medium	Negative

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Effects
Orders / tree Protection Objectives				Moderate Temporary / Short-term
Preserved Views / Scenic Views etc.	For proposed changes see Section See section 17.4.3.2.7	High	Negligible / Low	Negative Imperceptible Temporary
Properties	Part of residential property in temporary land acquisition. For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Temporary / Short-term
	Non-residential properties included in permanent or temporary acquisition (e.g. open space at Belleville, Belvedere Sports Ground, Cabra Garda Station, St. Joseph's). For proposed changes see Section 17.4.3.2.8	Medium	High	Negative Moderate Temporary / Short-term
	Properties along, fronting and viewing the Proposed Scheme not included in temporary acquisition. For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Significant Temporary / Short-term
Trees and Vegetation	For proposed changes see Section See section 17.4.3.2.9	High	High	Negative Moderate / Significant Short-term

17.5.2 Operational Phase

The design process of the Proposed Scheme has considered the potential for negative landscape / townscape and visual effects. Opportunities to avoid, reduce or remediate these have been taken wherever practicable, and landscape measures are integrated within the design as far as possible. It should be noted, that wherever practicable, the Proposed Scheme proposes improvements of key locations of the townscape / streetscape, as described in Sections 17.4.1.4 and 17.4.4. Therefore, while no mitigation or monitoring measures are proposed for the Operational Phase, the scheme will become established and increasingly integrated within its landscape (townscape) setting, and the potential negative operational effects will be reduced. A comparative summary of Predicted Operational Phase effects, at both 1-year Post-Construction Phase and following establishment of landscape measures at 15 years Post-Construction Phase, is presented in Table 17.10.

However, it is acknowledged that in some cases mitigation of effects on townscape and visual characteristics is neither possible nor practicable – for example, it is not possible to provide landscape mitigation for the loss of land from private properties, or to provide mitigation for loss of mature trees in the short / medium-term, and these effects are residual.

Table 17.10: Summary of Potential Operational Phase Impacts (at 1 and 15 years post-Construction Phase)

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change (with establishment of landscaping at 15 years post-construction)	Significance & Quality of Townscape / Streetscape / Visual Effects / Effects (at 1 year post-construction)	Significance & Quality of Effects (with establishment of landscaping at 15 years post-construction)
Townscape and Streetscape Character					
N3 Blanchardstown Junction to Snugborough Road For proposed changes see Section 17.4.4.1.1		Low / Medium	Low	Negative Slight Short-term	Neutral Slight Long-term
Snugborough Road to N3 / M50 Junction For proposed changes see Section 17.4.4.1.2		Low	Medium	Negative Slight Short-term	Neutral Slight Long-term
N3 / M50 Junction to Navan Road / Ashtown Road Junction For proposed changes see Section 17.4.4.1.3		Low	Negligible	Negative Slight Short-term	Negative Imperceptible Long-term
Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.4.1.4		Medium	Medium	Negative Moderate Short-term	Negative Slight / Moderate Long-term
Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.4.1.5		High / Very High	Medium	Positive Moderate Short-term	Positive Moderate Long-term
Streetscape Characteristics and Visual Effects					
ACA	There are no ACA's along the Proposed Scheme. For proposed changes see Section 17.4.4.2.1	N/A	N/A	N/A	N/A
Conservation Areas	Prussia Street in Stoneybatter, along Blackhall Place and Liffey Quays For proposed changes see Section 17.4.4.2.2	High	Low / Medium	Positive Slight / Moderate Short-term	Positive Moderate Long-term
Residential Conservation Areas	Stoneybatter For proposed changes see Section 17.4.4.2.3	High	Low / Medium	Positive Slight Short-term	Positive Slight / Moderate Long-term
Protected structures	For proposed changes see Section 17.4.4.2.4	Very High	Negligible	Neutral Not Significant Short-term	Neutral Not Significant Long-term
Amenity Designations	For proposed changes see Section 17.4.4.2.5	High	Low	Negative Moderate Short-term	Negative Slight Long-term
Tree Preservation Orders / Tree Protection Objectives	For proposed changes see Section 17.4.4.2.6	High	Medium	Negative Moderate Short-term	Negative Moderate Long-term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Negligible	Neutral Imperceptible Short-term	Neutral Not Significant Long-term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change (with establishment of landscaping at 15 years post-construction)	Significance & Quality of Townscape / Streetscape / Visual Effects / Effects (at 1 year post-construction)	Significance & Quality of Effects (with establishment of landscaping at 15 years post-construction)
Properties	Part of residential property in permanent land acquisition For proposed changes see Section 17.4.4.2.8	High	High	Negative Very Significant Short-term	Negative Significant Long-term
	Non-residential properties included in permanent land acquisition (e.g. open space at Belleville, Belvedere Sports Ground, Cabra Garda Station, Holy Family School for the Deaf). For proposed changes see Section 17.4.4.2.8	Medium	Low / Medium	Negative Moderate Short-term	Negative Slight / Moderate Long-term
	Properties along, fronting and viewing the Proposed Scheme not included in permanent acquisition. For proposed changes see Section 17.4.4.2.8	High	Negligible	Neutral Slight Short-term	Neutral Imperceptible Long-term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	High	Low / Medium	Negative Moderate / Significant Short-term	Negative Slight / Moderate Long-term

17.5.2.1 Review of Photomontages

Photomontages have been prepared from key or illustrative viewpoints to give an indication of changes and potential effects resulting from the Proposed Scheme during the Operational Phase after the implementation of the scheme. The proposed views are shown with proposed planting at approximately 10 – 15 years post-completion of the Construction Phase. This section describes the existing view available from the chosen viewpoint and the Proposed Scheme changes as illustrated in the photomontage. The Photomontages have been prepared in accordance with the methodology set out in Section 17.2.4.8 and are included in Figure 17.2 in Volume 3 of this EIAR.

17.1.1.1.1 Photomontage View 1: View from Blanchardstown Shopping Centre

View 1: Existing

Figure 17.2.1.1 shows the existing view taken from Blanchardstown Shopping Centre looking northeast. The view looks along a road of four lanes separated by a planted median with small trees, from a roundabout junction. The view is framed by semi-mature tree planting to adjacent landscaped areas bordering car parking areas of the shopping centre. Medium-rise commercial buildings are visible in the background. The character is of a wide road passing through a retail area with relatively recent but well-established landscaping.

View 1: As Proposed

Figure 17.2.2.2 shows the proposed view from Blanchardstown Shopping Centre looking northeast. The primary changes in the view are the change in the junction layout and road layout, the introduction of a bus interchange with large canopy structures, bus shelters and bus circulation routes. New traffic islands and pedestrian crossings are provided in the foreground. There is substantial loss of existing vegetation to the adjacent landscape areas,

and the introduction of new planted areas to the road edges and around the bus interchange. Although there will be an overall loss of trees visible in the view this is mostly compensated for by the introduction of distinctive new interchange structures and by replacement planting. There will be a substantial change in the view but only a minor loss of visual amenity which will be negated over time as vegetation matures.

17.5.2.1.1 Photomontage View 2: View from Millstead

View 2: Existing

Figure 17.2.2.1 shows the existing view taken from Millstead looking northeast across the road. The view looks out over a small area of grassed open space on the far side of the road, towards a belt of mature trees, which separate the area from the N3 and provide a backdrop to the view. The character is of a residential street with substantial mature trees enclosing the view.

View 2: As Proposed

Figure 17.2.2.2 shows the proposed view from Millstead looking northeast across the road. The primary changes in the view are the loss of mature trees along the edge of the N3, in the background of the view, and the introduction of replacement tree planting along a similar alignment. There would be a minor negative change to the character and visual amenity of the view which will reduce over time as the planting matures.

17.5.2.1.2 Photomontage View 3: View from Navan Road at Ashtown Roundabout

View 3: Existing

Figure 17.2.3.1 shows the existing view taken from Navan Road at Ashtown Roundabout looking north across the roundabout junction from the verge on the southern edge. The roundabout including a central landscape area with prominent mature pine trees fills the majority of the view. A six-storey building at Ashtown Gate on the northern side of the roundabout is partially visible beyond the trees. Buildings along adjoining roads are mainly screened by trees to streets and landscape areas. The character is of a major suburban road roundabout junction with adjacent medium-rise residential development.

View 3: As Proposed

Figure 17.2.3.2 shows the proposed view from Navan Road at Ashtown Roundabout looking north across the roundabout junction from the verge on the southern edge. The primary changes in the view are: the conversion of the roundabout to a signalised junction; the loss of the central landscape area and tree planting; the addition of segregated cycle tracks and lanes to all adjoining roads and circumnavigating the junction; and addition of new planted beds and street trees to all sides of the junction. There would be a minor neutral change in the character of the view, however, the replacement planting avoids loss of visual amenity.

17.5.2.1.3 Photomontage View 3: View from Navan Road at St. Vincent's Centre

View 4: Existing

Figure 17.2.4.1 shows the existing view taken from Navan Road looking northeast along the road from the southern side of the road at the entrance to St Vincent's Centre, which is visible in the foreground. The main focus of the view is the row of detached residential properties on the northern side of the road, which have front gardens bounded by low rendered brick walls with varying levels of hard paving and garden vegetation. Navan Road is bordered by grass verges with medium sized street trees. The character is of a moderately-sized suburban road corridor with good levels of greening in the form of the verges, street trees and garden planting.

View 4: As Proposed

Figure 17.2.4.2 shows the proposed view from Navan Road looking northeast along the road from the southern side of the road at the entrance to St Vincent's Centre, which is visible in the foreground. The primary changes in the view are the widening of the road corridor to the north, realignment of garden boundaries, loss of verges and street trees. There is a change to the St Vincent's entrance in the foreground with the replacement of the existing bitmac surface with concrete block paving, and a segregated cycle tracks has been added to each side of the road. Trees are lost to both sides of the road, however, there is some replacement street tree planting to the north side of the road. There is an overall reduction in the visibility of vegetation in the view and the built elements

become more visually dominant. There is a substantial negative change to the character and visual amenity of the view.

17.5.2.1.4 Photomontage View 4: View from Navan Road at Baggot Road

View 5: Existing

Figure 17.2.5.1 shows the existing view taken from Navan Road close west of the junction with Baggot Road looking northwest across the road towards semi-detached residential properties on the north side of the road. The properties have front gardens, with varying levels of vegetation including some trees, which are bounded by rendered brick walls. There are several medium-sized street trees along the road in the distance to the left. The road has three lanes for general traffic and a cycle lane to each side. The character is of a moderately-sized suburban road corridor with low to moderate levels of greening from garden planting and the street trees.

View 5: As Proposed

Figure 17.2.5.2 shows the proposed view from Navan Road close west of the junction with Baggot Road looking northwest across the road towards semi-detached residential properties on the north side of the road. The primary changes in the view are the widening of the road to the north, subsequent realignment of the garden boundary walls, and the introduction of new street trees to the north side of the road. The road layout is adjusted and a segregated cycle track is introduced to both sides of the road. There would be no appreciable change to the character of the view, and a minor positive change to visual amenity from the addition of the street trees.

17.5.2.1.5 Photomontage View 6: View from Navan Road at Our Lady Help of Christians

View 6: Existing

Figure 17.2.6.1 shows the existing view taken from the north side of Navan Road adjacent to Our Lady Help of Christians church, looking southwest towards semi-detached residential properties on the far side of the road. The properties have front gardens which have varying levels of vegetation. The road is composed of three lanes for general traffic with an advisory cycle lane to each side. An area of poured concrete hardstanding is present in the foreground to the front of the church and continuing further along the edge of the road to the right where it is used as parking. A number of medium-sized street trees are present from the foreground into the distance along the left (south) side of the road, and in the distance on the right side of the road. The character is of a moderately-sized suburban road corridor with good levels of greening in the form of street trees and garden planting.

View 6: As Proposed

Figure 17.2.6.2 shows the proposed view from the north side of Navan Road adjacent to Our Lady Help of Christians church, looking southwest towards semi-detached residential properties on the far side of the road. The primary changes in the view are the widening of the road to the south with loss of trees to the far (south) side of the road. The road alignment is changed to two general traffic lanes and two bus lanes with segregated cycle lanes to each side. There are improvements to the urban realm in the foreground with the widening of the footpath and resurfacing with high-quality concrete block paving. Along the road on the right the parking areas have been resurfaced in concrete block paving and a band of block paving has been added crossing the entrance to the church car park. The loss of trees results in an increased dominance of built elements in the view and a loss of visual amenity; however, this is balanced to an extent by the urban realm improvements. Overall, there would be a minor negative change in the character and visual amenity of the view.

17.5.2.1.6 Photomontage View 7: View from Navan Road near Nephin Road

View 7: Existing

Figure 17.2.7.1 shows the existing view taken from the south side of Navan Road looking east along the road towards the junction with Nephin Road. The road at this point is composed of one bus lane, two general traffic lanes and a cycle lane to each side. The main focus of the view is the row of detached residential properties in the far (north) side of the road, with generally well vegetated front gardens, bounded by painted render or masonry walls. A wide concrete footpath is present on the right side of the road. Street trees are absent from this section of road but some are visible in the distance beyond Nephin Road. The character is of a moderately-sized suburban road corridor with moderate levels of greening in the form of garden planting, but a lack of street trees.

View 7: As Proposed

Figure 17.2.7.2 shows the proposed view from the south side of Navan Road looking east along the road towards the junction with Nephin Road. The primary changes in the view are the widening of the road, the realignment of garden boundary walls to the far (north) side of the road and the narrowing of the footpath along the near side of the road. The road layout is altered to two bus lanes and two general traffic lanes, with a segregated cycle lane to each side. New street trees have been introduced to the far side of the road and a new island bus stop is positioned on the right in the middle distance. There will be an appreciable positive change to character and visual amenity of the view due the introduction of the street trees.

17.5.2.1.7 Photomontage View 8: View from Navan Road at Holy Family School for the Deaf

View 8: Existing

Figure 17.2.8.1 shows the existing view taken from Navan Road looking northeast across the road towards the tall boundary wall of Holy Family School for the Deaf. The road at this point is composed of two bus lanes, two general traffic lanes and a cycle lane to the south side. There are a number of mature and semi-mature trees within the curtilage of the school and a several medium-sized street trees along the road. The school buildings, adjacent residential apartment blocks and Navan Road Primary Care Centre are partially visible in the view between the tree canopies. The character is of a moderately-sized suburban/urban road with moderate levels of greening provided by street trees and trees within the school grounds.

View 8: As Proposed

Figure 17.2.8.2 shows the proposed view from Navan Road looking northeast across the road towards the tall boundary wall of Holy Family School for the Deaf. The primary changes in the view are the widening of the road, the realignment of the school boundary wall, the loss and replacement of street trees along the far (north) side of the road. A new segregated cycle track has been introduced to each side of the road. There will be no appreciable change in the character or visual amenity of the view.

17.5.2.1.8 Photomontage View 9: View from Navan Road at Cabra Library

View 9: Existing

Figure 17.2.9.1 shows the existing view taken from a central traffic island on Navan Road at the junction with the entrance to Cabra Library / MSL Park / adjacent retail park, looking west along the road towards Hampton Square. The road is composed of five lanes for general traffic at this section, separated with a paved and hatched central median, which becomes a planted median with semi mature trees towards the middle distance. The road corridor is bounded by a landscaped area and low wall to MSL Park retail properties to the left, and by a tall boundary wall to Pinehurst residential area to the right. A row of medium-sized street trees is present within the footpath on the left and row of prominent mature pine trees are present to the rear of the Pinehurst boundary wall. The character is of a major suburban/urban road corridor with high levels of greening provided by the street trees, to the left and median, and the prominent pine trees.

View 9: As Proposed

Figure 17.2.9.2 shows the proposed view from a central traffic island on Navan Road at the junction with the entrance to Cabra Library / MSL Park / adjacent retail park, looking west along the road towards Hampton Square. The primary changes in the view are the narrowing of the footpath and removal of trees to the left side of the road, the removal of the central planted median and trees and the introduction of a segregated cycle track to each side of the road. The mature trees to the Pinehurst residential area are retained. There will be a minor negative change to the character and visual amenity of the view.

17.5.2.1.9 View 10 – View Manor Street at Aughrim Street

View 10: Existing

Figure 17.2.10.1 shows the existing view taken from the northeast side of Manor Street looking northwest along the road towards the junction with Aughrim Street. The road is composed of two lanes for general traffic with a

cycle lane on the far (southwest) side. The main focus of the view is the grassed landscape area to the north side of the junction, with a semi-mature tree, stone monument, phone box and a low railing to the edge. To the left of the view is another grassed landscape area with two semi-mature trees and some shrub planting. Two and three storey historic commercial buildings enclose the view on all sides. The character is of a historic urban inner-city neighbourhood centre with prominent attractive landscaped areas and trees.

View 10: As Proposed

Figure 17.2.10.2 shows the proposed view from the northeast side of Manor Street looking northwest along the road towards the junction with Aughrim Street. The primary changes in the view are the changes to the road layout, introduction of a new planted median, resurfacing of the road with buff coloured asphalt, an increase in the extents of the landscaped areas and planting types, and introduction of new street tree planting throughout the view. The existing trees are retained and there is a notable improvement in the appearance of the urban realm. There would be a substantial positive change in the character and visual amenity of the view.

17.5.2.1.10 View 11 – View from Manor Street at Shea's Lane

View 11: Existing

Figure 17.2.11.1 shows the existing view taken from Manor Street at the junction with Shea's Lane looking southeast along the road. The road at this point is composed of two lanes for general traffic, a bus lane to the left (east) side and a cycle lane to the right (west) side. In the left foreground is a block paved area to the junction with Shea's Lane and an extension to the left side footpath housing a welcome sign and a litter bin. On road parking bays are present to both sides of the road, paved with bitmac. The view is enclosed to the left and right by historic residential properties. Street trees are located in row along the left side of the road and there is minor garden vegetation to the right which together help soften the streetscape. The character is of an urban street with notable historic buildings and moderate levels of greening in the form of street trees and limited garden vegetation.

View 11: As Proposed

Figure 17.2.11.2 shows the proposed view from Manor Street at the junction with Shea's Lane looking southeast along the road. The primary changes in the view are the narrowing of the road, the introduction of new street trees to the far (southwest) side of the road, the introduction of new segregated cycle tracks and the removal of on street parking bays. Footpaths to both sides of the road are widened and resurfaced in concrete block paving. The existing trees are retained to the left side of the road. There is a notable improvement in the appearance of the urban realm mainly due to the reduction of visual clutter and the introduction of new street trees. There would be a substantial positive change in the character and visual amenity of the view.

17.6 Residual Impacts

17.6.1 Construction Phase

Mitigation of landscape (townscape) and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g. mature trees) and providing for a degree of visual screening of particular aspects of the works. Construction Phase effects are temporary or short-term in nature and the proposed mitigation measures will be effective at ensuring adequate protection to features that are not identified for permanent removal as part of the works. However, it is acknowledged that for the most part effective Construction Phase mitigation for the majority of impacts on townscape and visual characteristics is not practicable – for example, during the Construction Phase it is not possible to mitigate for the impact of the removal of mature trees to facilitate works. Therefore, for the most part, significant construction stage effects remain unchanged in the post-mitigation and monitoring scenario as set out in Table 17.10.

Table 17.11: Summary of Predicted Construction Phase Residual Impacts (Moderate or Higher)

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
	N3 Blanchardstown Junction to Snugborough Road For proposed changes see Section 17.4.3.1.1	Low/Medium	High	Negative Moderate Temporary / Short-term
	Snugborough Road to N3 / M50 Junction For proposed changes see Section 17.4.3.1.2	Low	High	Negative Moderate Temporary / Short-term
	Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.3.1.4	Medium	Very High	Negative Significant Temporary / Short-term
	Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.3.1.5	High / Very High	Medium / High	Negative Significant Temporary / Short-term
Streetscape Characteristics and Visual Impacts				
Conservation Areas	Prussia Street in Stoneybatter, along Blackhall Place and Liffey Quays For proposed changes see Section 17.4.3.2.2	High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Protected structures	(Refer also to Chapter 16 (Architectural Heritage)). For proposed changes see Section See section 17.4.3.2.4	Very High	Low	Negative Moderate Temporary / Short-term
Amenity Designations	Amenities include the high amenity area of the River Tolka valley, open spaces at Belleville, Kempton, the Paddock's, Belvedere Sports Grounds, and within Pine Hurst (Navan Road) and open space with trees around Drumalee (Prussia Street) For proposed changes see Section See section 17.4.3.2.5	High	Medium / High	Negative Moderate / Significant Temporary / Short-term
Tree Preservation Orders / tree Protection Objectives	While ensuring protection of retained characteristics, mitigation measures will not reduce impacts. For proposed changes see Section See section 17.4.3.2.6	High	Medium	Negative Moderate Temporary / Short-term
Properties	Part of residential property in temporary land acquisition For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Temporary / Short-term
	Non-residential properties included in permanent or temporary acquisition (e.g. open space at Belleville, Belvedere Sports Ground, Cabra Garda Station, St. Joseph's). For proposed changes see Section 17.4.3.2.8	Medium	High	Negative Moderate Temporary / Short-term
	Properties not included in temporary land acquisition or with minimal direct contact For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Significant Temporary / Short-term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
Trees and Vegetation	While ensuring protection of retained characteristics, mitigation measures will not reduce impacts. For proposed changes see Section See section 17.4.3.2.9	High	High	Negative Moderate / Significant Short-term

17.6.2 Operational Phase

Residual landscape / townscape and visual effects during the Operational Phase are further influenced by the ongoing development, establishment and maturing of landscape / townscape and visual measures, as described in Section 17.2.4.7. A summary of residual Operational Phase Effects (rated moderate or greater) following establishment of landscape measures at 15 years Post-Construction Phase, is presented in Table 17.12.

Table 17.12: Summary of Predicted Operational Phase Residual Impacts (Moderate or Higher)

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
Navan Road / Ashtown Road Junction to Navan Road / Old Cabra Road Junction For proposed changes see Section 17.4.4.1.4		Medium	Medium / High	Negative Moderate Long-term
Navan Road / Old Cabra Road Junction to Ellis Quay For proposed changes see Section 17.4.4.1.5		High / Very High	Low / Medium	Positive Moderate Long-term
Streetscape Characteristics and Visual Impacts				
Tree Preservation Orders / tree Protection Objectives	For proposed changes see Section 17.4.4.2.6	High	Medium	Negative Moderate Long-term
Properties	Part of residential property in permanent land acquisition For proposed changes see Section 17.4.4.2.8	High	High / Very High	Negative Significant Long-term

17.7 Conclusion

As described in Chapter 3 (Consideration of Reasonable Alternatives) and noted at Section 17.4.1.2 of this Chapter, the Proposed Scheme has been subject to an iterative design development process which has sought insofar as practicable to avoid or reduce negative impacts, including townscape and visual impacts. Nevertheless, the Proposed Scheme will give rise to some degree of townscape and visual effect, most notably during the Construction Phase. These impacts arise especially where there is temporary and / or permanent acquisition of lands associated with residential or other properties including amenities, and where tree removal is required. The Proposed Scheme includes for replacement of disturbed boundaries, reinstatement of the construction compounds, return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.

In the Operational Phase, residual effects will remain for properties experiencing permanent land acquisition and in the loss of trees along the R147 Navan Road. However, the Proposed Scheme will also provide substantial levels of replanting of replacement trees, and a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity. Likewise, the Proposed Scheme provides for improvements in the urban realm,

which will provide positive long-term effects for the townscape and visual character in areas such as Stoneybatter and from the Navan Road / Old Cabra Road Junction to Ellis Quay generally.

17.8 References

FCC (2017) Fingal Development Plan 2017-2023

DCC (2016) Dublin City Development Plan 2016 – 2022

DCC (2016b) Dublin City Tree Strategy 2016-2020

DCC (2019) Dublin City Parks Strategy 2019-2022

Department of Culture, Heritage and the Gaeltacht (2020/21). Database provides access to National Monuments Service Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage [Online] Available from webgis.archaeology.ie/historicenvironment/

EPA (2022). Guidelines of the Information to be contained in Environmental Impact Assessment Reports, May 2022.

DHPLG (2018). Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

Landscape Institute and IEMA (2013) Guideline for Landscape and Visual Impact Assessment (3rd Edition)

Landscape Institute (2018) Townscape Character Assessment Technical Information Note (2017)

Landscape Institute (2019) Visual Representation of Development Proposals Technical Guidance Note (2019)

CABE and ODPM (2002). Paving the way: How we achieve clean, safe and attractive streets: a research project.

Torbay Council (2004). Torbay Streetscape Guidelines.

OSI (2020/21). OSI Current and historical mapping [Online] Available from map.geohive.ie/mapviewer.html

OSI (2020/21). OSI Historical aerial imagery [Online] Available from map.geohive.ie/mapviewer.html

Google (2020/21). Google Maps [Online] Available from www.google.com/maps

Microsoft (2020/21). Bing Maps [Online] Available from www.bing.com/maps

EPA (2020/21). EPA Maps [Online] Available from gis.epa.ie/EPAMaps

NTA (2009) National Cycle Policy Framework 2009 – 2020

National Transport Agency (2013). Greater Dublin Area, Cycle Network Plan

National Parks and Wildlife Service (2020/21). Datasets provides information on national parks, protected sites and nature reserves [Online] Available from www.npws.ie/maps-and-data

Directives and Legislation

Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

Planning and Development Act 2000 (as amended) - S.I No. 115/2021

Planning and Development Regulations 2001 – 2019 - S.I. No 600/2001

Council of Europe (2000). European Landscape Convention 2000