

27

The Landscape

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List of Abbreviations

Acronym	Meaning
EIA	Environmental Impact Assessment
DANP	Dublin Airport North Portal
DASP	Dublin Airport South Portal
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
HT	High Technology
LLCAs	Landscape Character Areas
LOD	Limits of Deviation
LVIA	Landscape and Visual Impact Assessment
OHLE	Overhead Line Equipment
RA	Residential Area
S.D.R. A	Strategic Development and Regeneration Area
TBM	Tunnel- Boring Machine
VLA	Visual Impact Assessment

27. Landscape & Visual

27.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the impact of the MetroLink Project (hereafter referred to as the proposed Project), on the landscape and visual amenity during the Construction Phase and Operational Phase.

This Landscape and Visual Impact Assessment (LVIA) describes and assesses the likely direct and indirect significant effects of the proposed Project on landscape and visual amenity in accordance with the requirements of 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 (i.e. the EIA Directive) (European Union, 2014a).

This Chapter should be read in conjunction with the following Chapters, and their Appendices, which present related impacts arising from the proposed Project and proposed mitigation measures to ameliorate the predicted impacts:

- Chapter 15 (Biodiversity);
- Chapter 25 (Archaeology & Cultural Heritage); and
- Chapter 26 (Architectural Heritage).
- Appendix A27.3 Arboricultural Impact Assessment.

Limits of deviation have been set for the proposed Project and this is addressed in the Wider Effects Report annexed at Appendix A5.19.

The assessment is based on identifying and describing the likely significant effects arising from the proposed Project as described in Chapter 4 to Chapter 6 of this EIAR. The proposed Project description is based on the design prepared to inform the planning stage of the project and to allow for a robust assessment as part of the Environmental Impact Assessment (EIA) Process.

Where it is required to make assumptions as the basis of the assessment presented here, these assumptions are based on advice from competent project designers and are clearly outlined within the Chapter.

27.2 Outline Project Description

A full description of the proposed Project is provided in the following chapters of this EIAR:

- Chapter 4 (Description of the MetroLink Project);
- Chapter 5 (MetroLink Construction Phase); and
- Chapter 6 (MetroLink Operations & Maintenance).

Table 27.1 presents an outline Description of the Principal Elements along the Proposed Project which are appraised in this Chapter. Diagram 27.1 presents an outline of the main elements of the proposed Construction Phase that are appraised in this Chapter and Diagram 27.2 presents an outline of the main elements of the Operational Phase of the proposed Chapter that are appraised in this Chapter.

Table 27.1: Description of the Principal Elements along the Proposed Project

Project Elements	Outline Description
Permanent Project Elements	
Tunnels	<p>It is proposed to construct two geographically separate, single-bore tunnels, using a Tunnel Boring Machine (TBM). Each section of tunnel will have an 8.5m inside diameter and will contain both northbound and southbound rail lines within the same tunnel. These tunnels will be located as follows:</p> <ul style="list-style-type: none"> ▪ The Airport Tunnel: running south from Dublin Airport North Portal (DANP) under Dublin Airport and surfacing south of the airport at Dublin Airport South Portal (DASP) and will be approximately 2.3km in length; and ▪ The City Tunnel: running for 9.4km from Northwood Portal and terminating underground south of Charlemont Station.
Cut Sections	<p>The northern section of the alignment is characterised by a shallow excavated alignment whereby the alignment runs below the existing ground level. Part of the cut sections are open at the top, with fences along the alignment for safety and security. While other sections are "cut and cover", whereby the alignment is covered.</p>
Tunnel Portals	<p>The openings at the end of the tunnel are referred to as portals. They are concrete and steel structures designed to provide the commencement or termination of a tunnelled section of route and provide a transition to adjacent lengths of the route which may be in retained structures or at the surface.</p> <p>There are three proposed portals, which are:</p> <ul style="list-style-type: none"> ▪ DANP; ▪ DASP; and ▪ Northwood Portal. <p>There will be no portal at the southern end of the proposed Project, as the southern termination and turnback would be underground.</p>
Stations	<p>There are three types of stations: surface stations, retained cut stations and underground stations:</p> <ul style="list-style-type: none"> ▪ Estuary Station will be built at surface level, known as a 'surface station'; ▪ Seatown, Swords Central, Fosterstown Stations and the proposed Dardistown Station will be in retained cutting, known as 'retained cut stations'; and ▪ Dublin Airport Station and all 10 stations along the City Tunnel will be 'underground stations'.
Intervention Shaft	<p>An intervention shaft will be required at Albert College Park to provide adequate emergency egress from the City Tunnel and to support tunnel ventilation. Following the European Standard for safety in railway tunnels TSI 1303/2014: Technical Specification for Interoperability relating to 'safety in railway tunnels' of the rail system of the European Union, it has been recommended that the maximum spacing between emergency exits is 1,000m.</p> <p>As the distance between Collins Avenue and Griffith Park is 1,494m, this intervention shaft is proposed to safely support evacuation/emergency service access in the event of an incident. This shaft will also function to provide ventilation to the tunnel. The shaft will require two 23m long connection tunnels extending from the shaft, connecting to the main tunnel.</p> <p>At other locations, emergency access will be incorporated into the stations and portals or intervention tunnels will be utilised at locations where there is no available space for a shaft to be constructed and located where required (see below).</p>

Project Elements	Outline Description
Intervention Tunnels	<p>In addition to the two main 'running' tunnels, there are three shorter, smaller diameter tunnels. These are the evacuation and ventilation tunnels (known as Intervention Tunnels):</p> <ul style="list-style-type: none"> ▪ Airport Intervention Tunnels: parallel to the Airport Tunnel, there will also be two smaller diameter tunnels; on the west side, an evacuation tunnel running northwards from DASP for about 315m, and on the east side, a ventilation tunnel connected to the main tunnel and extending about 600m from DASP underneath Dublin Airport Lands. In the event of an incident in the main tunnel, the evacuation tunnel will enable passengers to walk out to a safe location outside the Dublin Airport Lands. ▪ Charlemont Intervention Tunnel: The City Tunnel will extend 360m south of Charlemont Station. A parallel evacuation and ventilation tunnel is required from the end of the City Tunnel back to Charlemont Station to support emergency evacuation of maintenance staff and ventilation for this section of tunnel.
Park and Ride Facility	<p>The proposed Park and Ride Facility next to Estuary Station will include provision for up to 3,000 parking spaces.</p>
Broadmeadow and Ward River Viaduct	<p>A 260m long viaduct is proposed between Estuary and Seatown Stations to cross the Broadmeadow and Ward Rivers and their floodplains.</p>
Proposed Grid Connections	<p>Grid connections will be provided via cable routes with the addition of new 110kV substations at DANP and Dardistown. (Approval for the proposed grid connections to be applied for separately but are assessed in the EIAR).</p>
Dardistown Depot	<p>A maintenance depot will be located at Dardistown. It will include:</p> <ul style="list-style-type: none"> ▪ Vehicle stabling; ▪ Maintenance workshops and pits; ▪ Automatic vehicle wash facilities; ▪ A test track; ▪ Sanding system for rolling stock; ▪ The Operations Control Centre for the proposed Project; ▪ A substation; ▪ A mast; and ▪ Other staff facilities and a carpark.
Operations Control Centre	<p>The main Operations Control Centre (OCC) will be located at Dardistown Depot and a back-up OCC will be provided at Estuary.</p>
M50 Viaduct	<p>A 100m long viaduct to carry the proposed Project across the M50 between the Dardistown Depot and Northwood Station.</p>
Temporary Project Elements	
Construction Compounds	<p>There will be 34 Construction Compounds including 20 main Construction Compounds, 14 Satellite Construction Compounds required during the Construction Phase of the proposed Project. The main Construction Compounds will be located at each of the proposed station locations, the portal locations and the Dardistown Depot Location (also covering the Dardistown Station) with satellite compounds located at other locations along the alignment. Outside of the Construction Compounds there will be works areas and sites associated with the construction of all elements of the proposed Project including an easement strip along the surface sections.</p>
Logistics Sites	<p>The main logistics sites will be located at Estuary, near Pinnock Hill east of the R132 Swords Bypass and north of Saint Margaret's Road at the Northwood Compound. (These areas are included within the 14 Satellite Construction Compounds).</p>
Tunnel Boring Machine Launch Site	<p>There will be two main tunnel boring machine (TBM) launch sites. One will be located at DASP which will serve the TBM boring the Airport Tunnel and the second will be located at the Northwood Construction Compound which will serve the TBM boring the City Tunnel.</p>

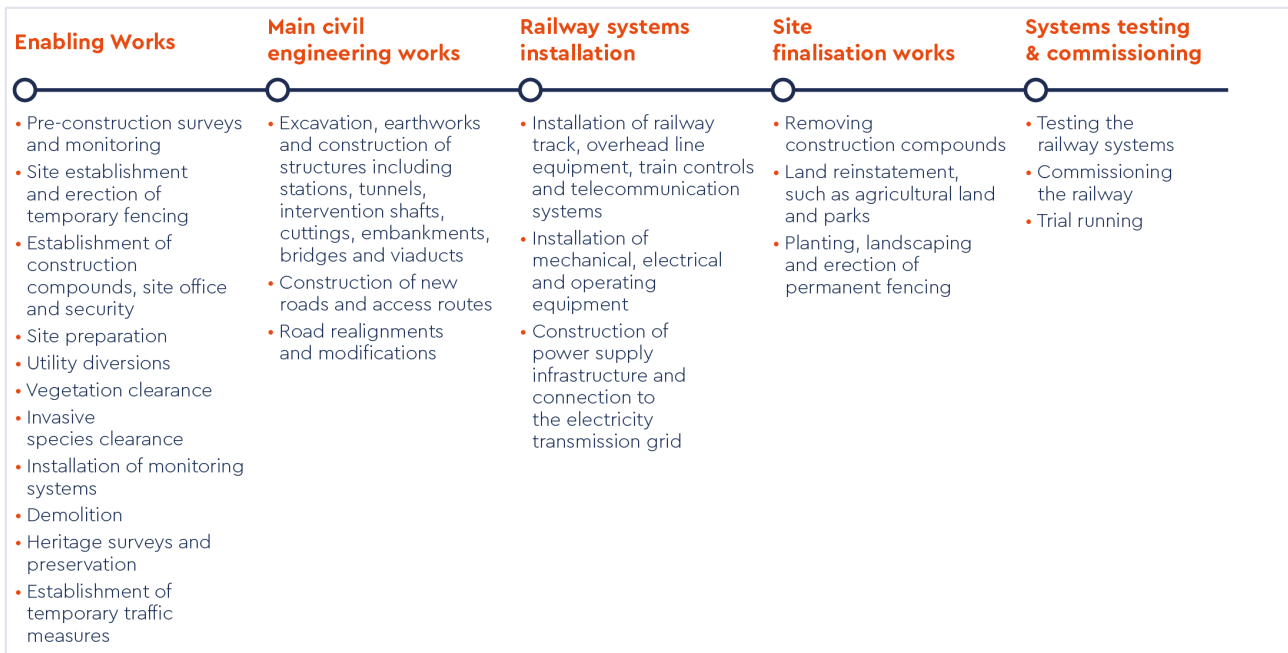


Diagram 27.1: Proposed Construction Phase Activities



Diagram 27.2: Summary of Key Considerations during the Operation Phase of the Proposed Project

27.3 Methodology

27.3.1 Overview

This LVIA has been undertaken with reference to the most appropriate guidance documents relating to landscape and visual assessment which are set out in the following section. The assessment has been undertaken following the main steps outlined below:

- The study area for the Landscape & Visual assessment of the proposed Project was identified. The study area corresponds to the zone of visual influence of the proposed Project and covers all areas that would potentially be impacted from a landscape & visual perspective. The zone of visual influence was established manually, initially by drive-over and then subsequent walkovers, gauging intervisibility and determining viewpoints for photomontages;
- Because the study area extends along the entire length of the proposed Project, over a wide range of existing localised landscape types, with differing characteristics and inherently different landscape and visual qualities, the study area was sub-divided into Local Landscape Character Areas (LLCAs) which exhibit distinctive characteristics, one relative to the other and which

- facilitate assessment of the impacts and effects in a manageable and sequential, north-south manner;
- The relevant planning and policy documents were reviewed to identify relevant landscape designations and protections, together with any related planning objectives within the study area. These are described as applicable to each LLCA;
 - An analysis was undertaken to identify and establish the landscape and visual baseline environments for each of the LLCAs for the proposed Project. A detailed description of the baseline was provided, outlining the existing landscape character and existing visual amenity of the study area – this includes the sites directly associated with the proposed Project, its contiguous landscape and environs. Variations in landscape character encountered along the proposed Project are described for each of the Local Landscape Character Areas (LLCAs), together with the visibility of the proposed Project from key sensitive viewpoints for each LLCA;
 - Evaluation and classification of the landscape baseline sensitivity and of the visual baseline sensitivity was carried out;
 - A set of assessment criteria were defined for the project having regard to the most applicable standards and guidelines. The assessment criteria have been devised in order to assess the significant potential effects arising from the Construction and Operational Phases of the proposed Project;
 - Assessment was undertaken of the potential Construction and Operational Phase impacts and their effects on the Landscape Character and sensitive visual receptors along the extent of the proposed Project, as sub-divided into the LLCA's;
 - A schedule of mitigation measures and monitoring proposals have been developed in order to ameliorate or offset effects of the proposed Project; and
 - The residual effects following the adoption of the proposed mitigation measures have been identified and assessed.

This Chapter should be read with reference to the photomontages produced by 3D Design Bureau, which are included in this EIAR.

27.3.2 Relevant Guidelines, Policy and Legislation

A standard evaluation methodology used in the preparation of the LVIA for inclusion within an Environmental Impact Assessment Report (EIAR) is utilised based on the following guidelines:

- 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' – Environmental Protection Agency (EPA) May 2022.

Reference has also been made to:

- The DRAFT 'Revised guidelines on the information to be contained in Environmental Impact Statements' - Environmental Protection Agency (EPA), September 2015 and to the DRAFT 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), August 2017;
- Visual Representation of Development Proposals, Technical Guidance Note 06/19 published by the Landscape Institute on 17 September 2019; and
- Landscape Character Assessment (LCA) and Landscape and Visual Impact Assessment (LVIA) of Specified Infrastructure Projects – Overarching Technical Document PE-ENV-01101 Dec. 2020.

The primary source however for specific guidance in relation to Landscape and Visual Impact is:

- 'Guidelines for Landscape and Visual Impact Assessment', prepared by the Landscape Institute and the Institute of Environmental Assessment, published by Routledge, 3rd Edition 2013.

27.3.3 Data Collection and Collation

Data were collected and collated in order to inform the development of an understanding of the baseline environment and to inform the LVIA. This process involved a number of steps which are as follows:

- The authors visiting and walking over and around the potentially affected areas between May 2019 and April 2022 and preparing a photographic record of the main landscape areas and features. A minimum of two separate site visits to each potentially affected area took place (approximately 9-10 days in total);
- Undertaking desk studies of the subject site and its immediate environs in relation to its local and broader significance, using the information gathered from the site visits, studying aerial photography, Google Street View and Ordnance Survey mapping;
- Review of the Dublin City Development Plan 2016-2022, including the City Tree Strategy, (the Draft Dublin City Development Plan 2022-2028 has also been referenced);
- Review of the Fingal Development Plan 2017-2023, including consideration of its Green Infrastructure plans, Tree Management Strategy and Landscape Character Areas; and
- Generation of a detailed photographic record for use to inform view selection for the development of photomontages as described in Section 27.3.6.1.

27.3.4 Study Area

The subject site for this report is the proposed alignment for the proposed Project, as expressed at and above surface level and which may therefore be potentially visible from the public realm or create effects upon the landscape at surface level. This also involves consideration of how the impacts of underground tunnelling may affect the surface landscape. Substantial sections of the alignment are at depths below ground where they are considered too deep to impact directly upon the existing landscape above, the existing visual environment or upon existing visual amenity. For the purposes of LVIA, study area therefore consists of any existing lands which will be potentially impacted at the surface, i.e. be changed, whether permanently or temporarily as a result of the works proposed. This includes:

- Surface elements of stations and associated public realm proposals (including road modifications) – refer to 27.5.3.4 'Key aspects of the proposed design';
- Tunnel sections close to the surface (e.g. at approaches to stations);
- Ventilation and intervention/escape shafts at and above surface level;
- Open and retained cut, surface or elevated sections of track;
- All associated rail engineering infrastructure, including all boundaries between and at stations; and
- Associated temporary works compounds and storage areas.

The study area extends beyond the local Zone of Visual Influence which will vary in width, depending on the potential visibility of the proposed Project from adjacent areas. This tends to be wider in locations where the proposed alignment runs through open space or agricultural lands, where longer distance views are possible and/or where the scale of particular aspects of the proposed Project may warrant it. In built-up areas, the local Zone of Visual Influence may be limited to the near edge of buildings either side of the proposed Project, the study area generally extends into adjacent streets to include consideration of broader 'landscape' effects in the urban context.

27.3.4.1 Study Area and Baseline Sub-Division/Categorisation

The proposed alignment (approximately 18.8km long) runs from Estuary Station, north of Swords, via Dublin Airport and the city centre, to Charlemont. The alignment has been sub-divided into four sections, broadly corresponding with the following characterisation (Refer to Table 27.2).

The alignment in Section AZ1 is proposed to be situated in a combination of open cut and cut and cover; i.e. Section AZ1 - from Estuary Station terminus to the Naul Road (Dublin Airport North Portal) and; Section AZ3 – from the Dublin Airport South Portal to a point south of the M50. These at-surface

sections, at or above ground level, would impact upon the landscape as a continuous expression of the alignment, with additional emphasis at the stations, tunnel portals, viaducts, depot and multi-storey car park. A significant proportion of the alignment will, however, be in tunnel underground; AZ2 - under the Airport and; AZ4 - from south of the M50 to the southern terminus at Charlemont Station - these two sections of the alignment are referred to as the Airport Tunnel and the City Tunnel, respectively. Having been mainly constructed using a TBM, these sections of the proposed Project would not have a continuous manifestation above ground. Rather, each would express itself above ground, at a limited number of locations along these underground sections (i.e. at stations and intervention shafts).

The receiving environment includes a wide variety of landscapes, ranging from broad open agricultural land, through residential areas with open spaces, to the more tightly enclosed urban landscapes of the city centre. The local landscape baseline environment is described in terms of 24 Local Landscape Character Areas (LLCAs), the outline of which are illustrated in Figure 27.1. Each LLCA is an area which is perceived as having its own particular landscape character, i.e. with a distinct and recognisable pattern of landscape components and relationships. These are very much more localised landscape characterisations than have been carried out by the relevant Local Authorities where Landscape Character Areas are much broader in scale and which for the Fingal area, has a rather geographical basis for sub-division. For example, the Fingal County Council area includes just six Landscape Character types, each with its own sensitivities. The whole of the proposed Project within the Fingal area extends over just two of these Landscape Character types; 'Low Lying Agriculture' which covers the majority of the proposed Project area (in Fingal) and which is of modest value and low sensitivity and, 'Rolling Hills with Tree Belts' which covers the small part of the proposed Project north of the Broadmeadow River and which is of modest value and medium sensitivity. The Local Landscape Character areas defined for this study are, however, related more to the scale of the proposed Project and are sub-divided on the basis of the more detailed landscape components such as vegetation, enclosure/openness and inter-visibility.

Table 27.2: Geographical Split of Assessment Zones

Ref.	Geographical Section	Description of Extent of Geographical Section
AZ1	Northern Section	Estuary Station to DANP. It includes the rail line crossing on viaduct over the Broadmeadow and Ward Rivers and associated flood plains. This section will include open, retained cut, and cut and cover sections. Section AZ1 includes the Park and Ride facility at Estuary Station as well as stations at Seatown, Swords Central and Fosterstown.
AZ2	Airport Section	Section AZ2 of the proposed Project includes the ESNB connection and new substation, the DANP, the tunnel underneath Dublin Airport, Dublin Airport Station and DASP and associated intervention and ventilation tunnels.
AZ3	Dardistown to Northwood	Section AZ3 of the proposed Project covers from south of DASP to the Northwood Portal. Section AZ3 includes Dardistown station, the Dardistown Depot, the M50 Viaduct, Northwood station and the TBM launch site at Northwood. This section will include open, retained cut, and cut and cover sections of the alignment.
AZ4	Northwood to Charlemont	Section AZ4 extends from a location south of the Northwood Portal to the tunnel termination located south of Charlemont Station, nine underground stations, and the Albert College Park Intervention shaft.



Diagram 27.3: Infographic Overview of Principal Locations along the Alignment

27.3.5 Landscape and Visual Impact Assessment Methodology

This LVIA takes account of the capacity of the existing site and environs to accommodate the proposed Project, the sensitivities involved and it assesses its effects upon the broader existing landscape. It includes consideration of two main aspects.

- **Landscape Character Impact** – an appraisal of effects on the character of the landscape arising from the insertion of the proposed Project into the existing rural and urban landscape contexts. Landscape is defined within the European Landscape Convention 2002 as “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. This ‘landscape’ aspect is relatively subjective and can also be described broadly as, the human, social and cultural experience of one’s surroundings. These combined impacts will elicit responses whose significance will be partially dependent on how people perceive a particular landscape and how much the changes will matter in relation to other senses as experienced and valued by those concerned. Despite the very large part played by our visual experience in forming our views on landscape, one’s perception and memory also play an important part if the changes brought about in landscape character are to be fully understood. It follows therefore that different people doing different things will experience the surrounding landscape in different ways. Such sensitivities and variations in response, including where and when they are likely to occur, are taken into consideration in this LVIA.
- **Visual Impact** – an appraisal of the effects of the proposed development on the visual environment and visual amenity as evidenced by the comparison of baseline (existing) images and photomontages illustrating the proposed Project in context. This second aspect of the LVIA is somewhat less subjective in that direct ‘before and after’ comparisons can be made. Visual impact occurs by means of visual intrusion and/or visual obstruction and the distance between subject and viewpoint has a bearing on the scale or magnitude of such impact.

In relation to the insertion of buildings (in this case, stations and associated structures/components) into the landscape, it is appropriate that aspects of architectural context and the design approach are addressed when assessing their impact on the existing landscape context and in particular the public realm, insofar as it may be affected above ground level. In this regard, aspects of the architectural design rationale and the specific architectural responses to the site and context are referred to within this report.

27.3.5.1 Characterisation of Local Landscape

An initial outline characterisation of the existing local landscape was made which was subject to amendment and refinement as appropriate, following design amendments and following further site visits to all areas. The study area along the alignment has been sub-divided into 24 LLCAs, each of which exhibits its own different set of landscape characteristics (refer to Figure 27.2. Whilst some are quite extensive and potentially visible from distance (e.g. where characterised by larger open/agricultural fields) others are quite tightly defined landscapes, more intimate in character (e.g. within Dublin city centre). The extent of each LLCA was determined by the nature of the landscape, the current activities and potential sensitivities within it and the approximate visual envelope within which it sits. Each also references the proposed Project design intent and the various elements proposed which would impact upon the local landscape. The extent of each LLCA is not defined by a hard-line boundary and given the continuous nature of the alignment in the surface sections, they often overlap, in sequence.

27.3.5.2 Evaluation of the Baseline Landscape (value, quality and sensitivity)

An evaluation of the landscape baseline was undertaken to provide an understanding of the landscape in the areas which may be affected – its constituent components, its character, the way it varies spatially, its extent, its condition, the way it is experienced and the value attached to it.

Landscape value is the relative value or importance placed on a landscape, which expresses national, regional or local consensus on the basis of its quality, scenic beauty, wildness, tranquillity or on its cultural associations or other special features. It is usually the basis for particular recognition and designation.

Landscape quality is a determination of the physical state of a landscape and a judgement placed on it in terms of its state of repair, its intactness and the cohesive/harmonious relationship of its various components coming together in one place.

Landscape sensitivity is the extent to which an existing landscape can accept change of a particular nature and scale without unacceptable adverse effects on its character. The sensitivity of the baseline landscape for each LLCA is evaluated with reference to the criteria outlined in Table 27.3.

Table 27.3: Sensitivity of the Baseline Landscape (Value, Quality and Sensitivity) for LLCAs

Criterion	Definition
High Sensitivity	A landscape protected by international, national or regional designation (e.g, by way of Local Authority Development Plan, Landscape Character Assessments, Historic Landscape Character etc); and/or A landscape widely acknowledged for its quality and value; and/or A landscape with distinctive character, coupled with low capacity to accommodate the nature of proposed change.
Medium Sensitivity	A moderately valued landscape; and/or A landscape which is potentially, locally important; and/or A landscape of quality, whose character, scale, land use and pattern may have the capacity to accommodate a measure of the proposed change.
Low Sensitivity	A landscape which is not valued for its scenic beauty; and/or A landscape where its character, scale, land use and pattern are tolerant of the nature of the proposed change and where the landscape has capacity to accommodate change.
Negligible Sensitivity	A landscape which exhibits negative character, with no valued elements, features or characteristics; and/or Capacity to accommodate change is high, where development would make no significant change or positive change.

27.3.5.3 Evaluation of the Baseline Visual Environment/Visual Amenity

An initial evaluation of the visual baseline was undertaken to establish the area in which the proposed Project may be visible, the different groups of people who may experience views of it, places where they may be particularly affected and the nature of the views and visual amenity at those points.

The sensitivity of the visual environment to change is a function of the quality of the views within that environment and of the sensitivities of the view receptors most likely and most frequently to experience those views. The sensitivity of the baseline visual environment for the LLCAs and views within each, are evaluated with reference to the criteria outlined in Table 27.4 below.

Table 27.4: Sensitivity of the Baseline Visual Environment for LLCAs

Term	Definition
High Sensitivity	Viewers with a proprietary interest and prolonged viewing opportunities, such as residents and frequent recreational users who are likely to experience the nature of change as an adverse (or positive change) in their view; and/or The quality of the existing views, as likely to be perceived by the viewer, are assessed as being high; and/or Designated views, viewpoints, and vistas. Areas containing protected views as outlined in Development Plans or landscape policies.
Medium Sensitivity	Viewers with a moderate interest in their environment, such as recreational travellers and less frequent users of recreational facilities who are likely to experience the nature of change as an adverse (or positive) change in their view; and/or The quality of the existing views, as likely to be perceived by the viewer, are assessed as being medium.
Low Sensitivity	Viewers with a passing interest in their surroundings or whose interest is not specifically focussed on the landscape; and/or The quality of the existing views, as likely to be perceived by the viewer, are assessed as being low.
Negligible Sensitivity	Views that have no valued feature or characteristic and/or where their quality, as likely to be perceived by the viewer, are assessed as being very low to unsightly; and/or The main management policy/objective is to facilitate change to repair, restore or enhance visual amenity.

27.3.5.4 Identification and description of effects

The purpose of this section of the report will be to describe the potential effects of the proposed development upon the landscape and visual aspects of the site and its environs, and further afield where relevant - during both the Construction and Operational Phases.

The key aspects of the proposed Project (relevant to landscape and visual effects) are considered in the context of the established baseline conditions in order to predict the likely significant effects. This is a systematic process of considering the range of possible interactions between components of the proposed Project and the baseline landscape (as a resource) to determine the landscape effects. The effects on views and visual amenity as experienced by people (the visual effects) are similarly determined. These both include consideration of the Construction Phase as well as the Operational Phase of the proposed Project.

The key aspects of the proposed Project are determined through examination of the relevant drawings, preparatory reports and Chapters 4, 5 and 6 of this Environmental Impact Assessment Report (ie., Chapter 4: Description of the MetroLink Project; Chapter 5: MetroLink Construction Phase; and Chapter 6: MetroLink Operations & Maintenance).

The effects are identified by establishing and describing the changes resulting from the different components of the proposed Project and the resulting effects on the landscape or visual receptors.

Landscape receptors include:

- The constituent elements of the landscape or urban landscape, e.g. fields, hedgerows, trees, roads, fences, paved areas, buildings; and
- Specific aesthetic or perceptual qualities and character, e.g. scenically beautiful, open, expansive, enclosed, intimate, tranquil, bustling, charming, unkempt, derelict.

Visual receptors include: individuals or groups of people who will be affected by changes in views or visual amenity at different locations, e.g. residents, occupiers of premises, users of recreational facilities

(public footpaths, cycle routes and playgrounds) and sports facilities, tourists and visitors with specific interests.

27.3.5.5 Evaluation of Magnitude of Landscape Change

The magnitude of change is a factor of the scale, extent and degree of change imposed on the landscape by the proposed development, with reference to its key elements, features and characteristics (also known as 'landscape receptors'). Landscape receptors include individual aspects of the landscape, e.g. landform/topography, vegetation, and the density, mix, pattern and scale of building typologies, which may be directly changed by the development. The surrounding landscape character areas are also receptors whose character may be altered by these changes.

Four categories are used to classify magnitude of change (refer to Table 27.5, below):

Table 27.5 Magnitude of change to the landscape for LLCAs

Term	Definition
High magnitude	Change that is large in extent or scale, resulting in major alteration to key elements, features or characteristics of the landscape, and/or introduction of large elements considered uncharacteristic in the context. Such development results in substantial change to the character of the landscape.
Medium magnitude	Change that is moderate in extent or scale, resulting in partial loss or alteration to key elements, features or characteristics of the landscape, and/or introduction of elements that may be prominent but not necessarily substantially uncharacteristic in the context. Such development results in moderate change to the character of the landscape.
Low magnitude	Change that is limited in extent or scale, resulting in minor alteration to key elements, features or characteristics of the landscape, and/or introduction of elements that are not uncharacteristic in the context. Such development results in minor change to the character of the landscape.
Negligible magnitude	Change that is limited in scale, resulting in no alteration to key elements features or characteristics of the landscape, and/or introduction of elements that are characteristic of the context. Such development results in no change to the landscape character.

27.3.5.6 Evaluation of Magnitude of Visual Change

Classification of the magnitude of change takes into account the size or scale of the intrusion of development 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.

Four categories are used to classify magnitude of change to a view/visual amenity (refer to Table 27.6, below):

Table 27.6 Magnitude of change to a view/visual amenity for LLCAs

Term	Definition
High magnitude	Extensive intrusion of the development in the view, or partial intrusion that obstructs valued features or characteristics, or introduction of elements that may be considered uncharacteristic in the context, to the extent that the development becomes co-dominant with other elements, or dominant in the composition and affects the character of the view and the visual amenity.
Medium magnitude	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 magnitude	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 magnitude	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.

27.3.5.7 Assessing significance of effects

An assessment is made in respect of the significance of predicted effects which is based on a process whereby judgements about the sensitivity/nature of the receiving environment/receptors are linked to judgements about the magnitude/nature of the effect. This is a process whereby, for each landscape or view receptor identified, assessments of their susceptibility to specific change or of the value attached to it are combined to assess the sensitivity/nature of the receptor. Alongside this, for each effect identified, assessments of the size and scale of the effect together with duration and reversibility of the effect are combined to provide an assessment of the magnitude/nature of the effect. Assessment of the significance of effects is made by combining the sensitivity/nature of the receptor with the magnitude/nature of the effect.

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

The duration of effects is a further aspect of assessment to be considered and impacts may range from brief or temporary to permanent. In this case, the proposed Project has an expected operational life, probably exceeding 60 years and so the effect of this is likely to be long term to permanent. The temporary/short term impacts during the construction of the proposed development are also considered in this Chapter.

Effects may also be determined as direct or indirect/secondary, depending on whether they are a direct consequence of the proposed Project.

27.3.5.8 Criteria for the Rating of Impacts

The appropriate significance criteria for this LVIA are based on those given in the EPA 'Guidelines on the information to be contained in Environmental Impact Statements', 2002, (Section 5 Glossary of Impacts) and the DRAFT 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' - Environmental Protection Agency (EPA), August 2022. For this LVIA they are described for Landscape effects and for Visual effects as follows in Table 27.7 and Table 27.8, respectively. The quality and duration of such effects are as described in Table 27.9 and Table 27.10, respectively.

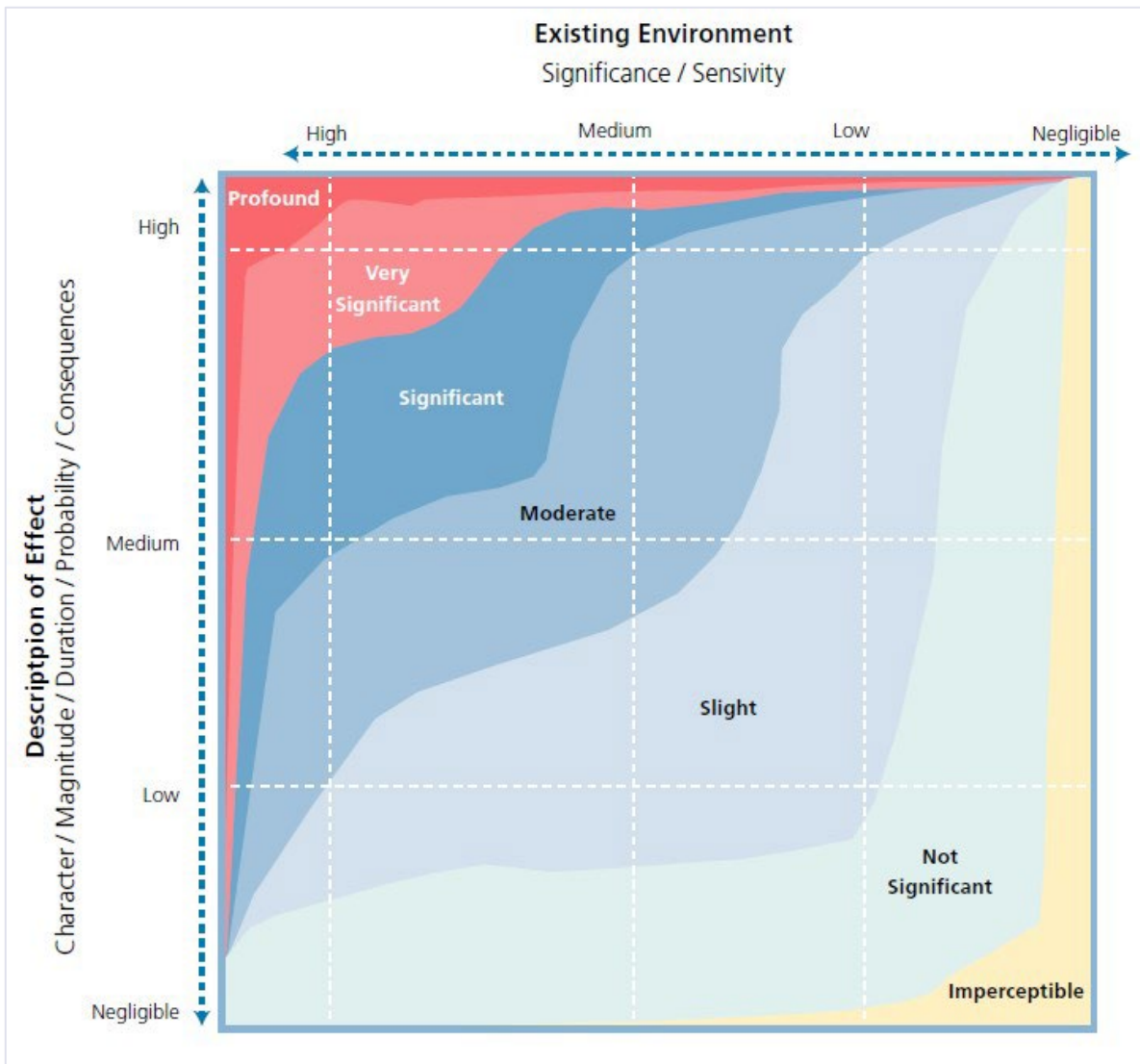


Diagram 27.4: Typical Classifications of the Significance of Effects.

Note: This diagram illustrates generalised degrees of effect significance that are commonly used in EIA. This depiction of significance classifications is indicative and should not be relied on as being definitive. It is provided for general guidance purposes. In addition, an element of professional judgement is applicable when assessing significance which may result in deviation from the above illustration.

Table 27.7: Significance of Landscape Effects (Magnitude and Sensitivity)

Significance of Effects (Magnitude and Sensitivity)	Description of Criteria
Imperceptible/Not Significant:	The development proposal or its effect on the character of the landscape is so negligible or unimportant as to have no significant consequences.
Slight Effects	The character of the landscape is noticeably changed but without affecting its sensitivities.
Moderate Effects	The character of the landscape is altered but in a manner that is consistent with existing and emerging baseline trends.
Significant Effects	Effects which, by their character, magnitude, duration, or intensity alter a sensitive aspect of the landscape.
Very Significant Effects	Effects which, by their character, magnitude, duration, or intensity alter most of the sensitive aspects of the landscape.
Profound	Effects which obliterate sensitive characteristics of the landscape.

Table 27.8: Significance of Visual Effects (Magnitude and Sensitivity)

Significance of Effects (Magnitude and Sensitivity)	Description of Criteria
Imperceptible/Not Significant:	The development proposal is either so distant or screened by existing landform, vegetation or built environment as to have no significant consequences.
Slight Effects	The development proposal forms only a small element in the overall panorama/fields of view, or there is substantial intervening screening by the existing landform, topography and/or vegetation. The visual environment/amenity is noticeably changed but without affecting sensitivities.
Moderate Effects	Appreciable segments of the existing views are affected by the proposed development or the development creates visual intrusion in the foreground. The visual environment/amenity is altered but in a manner that is consistent with existing and emerging baseline trends.
Significant Effects	Effects which, by their character, magnitude, duration or intensity alter sensitive aspects of the visual environment/amenity.
Very Significant Effects	Effects which, by their character, magnitude, duration or intensity alter most of the sensitive aspects of the visual environment/amenity.
Profound	Effects which obliterate sensitive characteristics of the visual environment/amenity.

Table 27.9: Quality of Effects

Quality of Effects	Description of Criteria
Positive Effects	Changes which improve the quality of the landscape or visual environment/amenity.
Neutral Effects	Changes which do not affect the quality of the landscape or visual environment/amenity.
Negative Effects	Changes which adversely affect the character of the landscape or reduce the quality of the visual environment/amenity.

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

Table 27.10: Duration of Effects

Duration of Effects	Description of Criteria
Temporary	Effects lasting less than one year
Short Term	Effects lasting one to seven years
Medium-Term	Effects lasting seven to fifteen years
Long-Term	Effects lasting fifteen to sixty years
Permanent	Effects lasting over sixty years

27.3.6 Mitigation of Landscape and Visual Effects

27.3.6.1 Mitigation Measures

Measures proposed to prevent/avoid, reduce and where possible offset or remedy any significant adverse landscape and visual effects are described. These fall into three categories:

- Primary measures which were developed through the iterative design process and which have been integrated into the proposed design of the proposed Project in order to avoid and reduce landscape and visual effects;
- The construction and operational management practices proposed to avoid and reduce landscape and visual effects; and
- Secondary measures designed to address any residual adverse effects remaining after primary measures and standard construction practices have been incorporated into the proposed Project.

Prevention/avoidance is closely related to the consideration of alternatives and tend to be measures introduced early in the design process. For those potentially significant adverse effects which cannot be prevented/avoided, the reduction of such effects through modification of the design may also assist in integrating the proposed Project into its surrounding landscape. Where a significant adverse landscape or visual effect cannot be avoided or effectively reduced, opportunities to offset or remedy such effects may be possible and could involve replacement on a like for like basis or through the provision of features of equivalent value.

27.3.6.2 Enhancement Proposals

Enhancement proposals seek to improve the landscape resource and/or the visual amenity of the proposed Project in its broader landscape context, over and above its baseline condition. This may be achieved by a variety of different routes including:

- The creation of new landscape (including public realm), habitat and/or recreational facilities;
- The inclusion of improved or different land management proposals, e.g. to improve biodiversity;
- Measures to improve the attractiveness and appeal of town and city centre locations; and
- Measures to assist or contribute to the restoration of historical landscape.

Whilst these may not be considered mitigation measures, they may, if fully integrated into the proposed Project design, make significant contributions to its sustainability and the overall quality of the environment. Where this is so, such enhancement proposals are described and considered within the assessment.

For landscape proposals, the relationship between mitigation measures and enhancement is however often somewhat blurred. This is further discussed in section 27.5.3.4, where the distinction between mitigation and enhancement is outlined together with the specific approach adopted for the proposed Project.

27.3.6.3 Implementation and Monitoring of Mitigation Measures and Enhancement Proposals

Where mitigation and enhancement measures are material considerations likely to influence the outcome of the proposed Project, they need to be assessed as to whether they are practical, technically achievable, deliverable and sustainable. They also need to be cross-referenced with other aspects of the overall assessment to ensure they do not create unacceptable adverse effects in respect of other assessment topics. The description of mitigation and enhancement measures is extended to include such checks and also outlines the required professional and technical, scientific and design inputs required in respect of such measures, to ensure effective and successful implementation of the proposed Project.

This includes consideration of the monitoring required in respect of the performance of planting works, particularly its effective establishment, rates of growth and maintenance/management for an appropriate period after planting. This is crucial to ensure its viability, sustainability and appropriate levels of maturity in its development.

27.3.7 Photomontage Generation

An important tool adopted for Visual Impact Assessment relies largely on a comparative visual technique, whereby accurate photomontages, incorporating the proposed development are compared

to the existing corresponding baseline photograph so that an assessment of effect/impact can be made. These 'before' and 'after' images are prepared for a number of selected viewpoints. The guidance on viewpoint selection and baseline photography for LVIA requires that the proposed Project is considered in its landscape context and that photomontages used to illustrate the proposed Project, include sufficient landscape context for proper assessment. Photomontages have been prepared with particular regard to the Landscape Institute's Advice Note 06/19; Visual representation of development proposals (LI, 2019) and with reference to Section 7.1.3 of TII's Overarching Technical Document PE-ENV-01101; Landscape Character Assessment (LCA) and Landscape and Visual Impact Assessment (LVIA) of Specified Infrastructure Projects (TII, Dec.2020).

27.3.7.1 Selection of Views

Potential viewpoint locations were selected and reviewed and a plan for the taking of baseline photographs was made. The views chosen accurately represent the likely visual impact from a variety of viewpoints and directions around the proposed Project. These are generally located as groupings within the LLCAs, however occasionally more distant views are included where intervisibility between viewpoint and the proposed Project permit and/or where the scale of specific parts of the proposed Project warrant it. In order to provide a full and detailed appraisal of the proposed Project, a total of 121 photomontages were prepared.

In accordance with the guidelines, views from the public domain were given priority, particularly those from main thoroughfares and public places. The viewpoints chosen are considered to be the most important and representative, having regard to the requirement to examine the likely significant impacts.

27.3.7.2 Baseline Photography

Photographs were taken using a High-Resolution Baseline Photography methodology in which:

- Every baseline photograph was captured in raw settings using a high-resolution digital SLR camera. This allowed for the maximum possible information to be retained in the digital file;
- The tripod location on site was paint marked and photographed in relation to existing elements;
- The location of each photo was manually marked on a printed map while on site; and
- The camera height was recorded.

Upon completion of the baseline photography site visit, all photographs went through post processing. The full set of photos along with a viewpoint location map were reviewed to choose the shots that best demonstrated the visual impact the proposed Project may have.

Location maps of the final selected viewpoints are illustrated in Figure 27.1 and summarised in Table 27.11. The selected viewpoints are also indicated separately within the A3 photomontage document prepared by 3D Design Bureau. The process of view selection paid regard to the relevant Local Authority's policies in respect of views and prospects as set out in their respective current Development Plans.

Table 27.11: Selected Viewpoints Summary by LLCA

Ref.	Geographical Area	Local Landscape Character Areas
AZ1	Northern Section	<p>Local Landscape Character Area (LLCA) 01; Estuary – Selected views V01.1 – V01.5 (Base map source: Google maps)</p> <p>LLCA 02; Lissenhall Medieval Bridge – Selected views V02.1 – V02.4 (Base map source: Google maps)</p> <p>LLCA 03; R132/Balheary pitches – Selected views V03.1 – V03.3 (Base map source: Google maps)</p> <p>LLCA 04; R132/Estuary roundabout to Seatown Road roundabout – Selected views V04.1 – V04.8 (Base map source: Google maps)</p> <p>LLCA 05; R132/Seatown roundabout to Malahide Road roundabout – Selected views V05.1 – V05.6 (Base map source: Google maps)</p> <p>LLCA 06; R132/Malahide Road roundabout to Pinnock Hill roundabout – Selected views V06.1 – V06.8 (Base map source: Google maps)</p> <p>LLCA 07; R132/Pinnock Hill roundabout to Airside Retail Park – Selected views V07.1 – V07.5 (Base map source: Google maps)</p> <p>LLCA 08; Airside Retail Park/junction with R132 – Selected views V08.1 – V08.4 (Base map source: Google maps)</p> <p>LLCA 09; Lands from Bolands Car Dismantlers (on R132) to Naul Road – Selected views V09.1 – V09.5 (Base map source: Google maps)</p>
AZ2	Airport Section	<p>LLCA 10; Dublin Airport – Selected views V10.1 – V10.4 (Base map source: Google maps)</p>
AZ3	Dardistown to Northwood	<p>LLCA 11; Dardistown (Lands south of Old Airport Road) – Selected views V11.1 – V11.4 (Base map source: Google maps)</p> <p>LLCA 12a; M50 Bridge and Lands north of M50 – Selected views V12a.1-V12a.2 (Base map source: Google maps)</p> <p>LLCA 12b; M50 Bridge and Lands south of M50 – Selected views V12b.1-V12b.3 (Base map source: Google maps)</p> <p>LLCA 13; Northwood (Northwood Avenue/R108 junction) – Selected views V13.1 – V13.4 (Base map source: Google maps)</p>
AZ4	Northwood to Charlemont	<p>LLCA 14; Ballymun (Ballymun town centre) – Selected views V14.1 – V14.4 (Base map source: Google maps)</p> <p>LLCA 15; Collins Avenue (Our Lady of Victories Church/Ballymun Road) – Selected views V15.1 – V15.3 (Base map source: Google maps)</p> <p>LLCA 16; Albert College Park – Selected views V16.1 – V16.5 (Base map source: Google maps)</p> <p>LLCA 17; Griffith Park (St Mobhi Road R108 and Whitehall College of Further Education) – Selected views V17.1 – V17.5 (Base map source: Google maps)</p> <p>LLCA 18; Glasnevin (R108 and Railway at Royal Canal/Whitworth Road) – Selected views V18.1 – V18.6 (Base map source: Google maps)</p> <p>LLCA 19; Mater Hospital (Berkeley Road/Eccles Street) – Selected views V19.1 – V19.5 (Base map source: Google maps)</p> <p>LLCA 20; O'Connell Street Upper – Selected views V20.1 – V20.13 (Base map source: Google maps)</p> <p>LLCA 21; Tara Station (Tara Street/Townsend Street/Poolbeg Street) – Selected views V21.1 – V21.5 (Base map source: Google maps)</p> <p>LLCA 22; St Stephen's Green East – Selected views V22.1 – V22.6 (Base map source: Google maps)</p> <p>LLCA 23; Charlemont (Grand Canal to Dartmouth Road) – Selected views V23.1 – V23.6 (Base map source: Google maps)</p>

27.3.7.3 *Photomontage (verified views) Production Methodology*

The specific detailed methodology employed by 3D Design Bureau for this project is described in Appendix 27.1 photomontage document.

27.4 Baseline Environment

27.4.1 The Proposed Alignment and Its Broad Landscape Context

The following section provides a sequential overview of the receiving landscape environment for the proposed Project. Detailed baseline descriptions are provided for each LLCA in Section 27.4.2.

27.4.1.1 *AZ1: Northern Section - Estuary to Dublin Airport North Portal*

The alignment commences at Lissenhall with Estuary Station and the Park and Ride facility located within an agricultural landscape of fields and hedgerows on the northern fringes of Swords town, just south-west of the M1/R132 interchange. These lands are remnant historic demesne landscapes attached to Lissenhall, situated east of the R132 and Balheary House which was formerly located on the site of the Emmaus Retreat Centre, west of Ennis Lane.

The land falls gently southwards towards the Broadmeadow River which discharges into the Swords Estuary (a European-designated Special Areas of Conservation (SAC) and Special Protection Area (SPA)), approximately 1km to the south-east, beyond the M1 motorway crossing. The Ward River, a tributary of the Broadmeadow River flows approximately 100m south of it. The proposed alignment crosses the Broadmeadow and Ward Rivers by way of the proposed Broadmeadow and Ward River Viaduct which is approximately 260m long and runs parallel with the Lissenhall medieval bridge crossing the Broadmeadow River just west of this protected structure. Lissenhall Bridge and Balheary Bridge crossing the Ward River just south of it, sit within a small riverside area enclosed by substantial mature trees, close to the R132 dual carriageway. South from the rivers, the land rises for a short stretch, up to the sports pitches at Balheary Park, along the east side of which the proposed alignment runs, adjacent to the R132. The design for the proposed Project has been developed to integrate with the R132 Connectivity project.

This is a fairly level section with the R132 separated from the pitches by a low stone wall and several linear blocks of screening trees. Fingallians GAA Club is located just to the west of the R132 at this point. The alignment crosses under the R125 just west of the Estuary Roundabout and subsequently crosses under the R132 and aligns itself closely to the R132 dual carriageway along its eastern side for the extent of the road as far as the Pinnock Hill Roundabout south of Swords.

This 2km stretch of road is essentially a by-pass for Swords town centre. It is a rather uniform and featureless dual carriageway road corridor, generally flat or gently undulating and tightly defined by narrow and dense roadside tree planting with a central reserve in grass with a continuous hedge, separating the northbound and southbound carriageways. This section of road is punctuated only by road-related elements, i.e. by several roundabouts, vehicular accesses and high pedestrian bridges over the road. To the west of the road, largely screened by the roadside planting, lies Swords town centre and older residential zones. To the east there is a later mix of residential and industrial/commercial development and a series of open fields and green spaces, though again the roadside screen planting is quite effective in limiting views out from the road corridor.

From the Pinnock Hill Roundabout, the alignment continues on the east side of the R132, rising up with it towards the entrance to the Airside Retail Park and out of the Swords urban area. The proposed alignment crosses this busy junction adjacent to the expansive carpark of the Retail Park and the land levels out somewhat. The proposed alignment continues south for a short distance before crossing the R132 at the Bolands car dismantler site before heading south-westwards across several open agricultural fields towards the DANP, where it enters the tunnel section under the Airport, just north of the Naul Road.

27.4.1.2 AZ2: Airport Section

Within the Airport lands the proposed alignment, including the Airport Station, is totally underground with only a localised surface entrance/connection (Dublin Airport station), located just west of the Terminal 2 multi-storey carpark. Only this localised area within this Airport section of the works is relevant in respect of the Landscape and Visual baseline.

27.4.1.3 AZ3: Dardistown to Northwood

The Airport tunnel section emerges at the DASP, south of the Old Airport Road which runs along the southern edge of the Airport lands, into the area proposed to receive the Dardistown Depot and Dardistown Station.

This is an extensive open green landscape of agricultural fields interspersed with sports pitches, all generally edged by poor-quality hedges and accessed by narrow laneways. This broad and relatively flat area extends over 1km between the R108 to the west and the Airport long-stay carparks to the east, and nearly 1km from the Old Airport Road which forms its northern edge, down to the M50 along its southern edge. A number of small residential properties edge the Old Airport Road in the north-western corner of this zone. A substantial industrial premises and vehicle test centre, both accessed via Sillogue Green (off the R108), provide a contrasting element in the south-west corner, close to the M50 junction 4 interchange.

The alignment crosses over the M50 just east of the interchange, on a proposed 100m long rail bridge. The M50 Viaduct will require the construction of embankments both north and south of the M50. South of the M50 the alignment drops back down to the level of the Old Ballymun Road. This area has become something of a backwater since the M50 and R108 were constructed and is a complex mix of elements which have been screened by or enshrouded within rather dense vegetation. The area comprises: remnants of parkland landscape of the historic Santry Demesne (east of the road); Santry Lodge and Gatehouse (formerly the Santry Charter School, established in 1739); a substantial private house and garden (incorporating a Shamrock maze); a terrace of three cottages and access roads to the adjacent distribution depot and Retail Park. Despite an apparent prevalence of mature trees, this area has a rather unkempt, overgrown and neglected appearance.

Beyond this area the alignment drops down into the City Tunnel through Northwood Portal, from which point the alignment is entirely underground through to its end point south of Charlemont Station. Just south of the Northwood Portal, Northwood Station straddles the R108 Ballymun Road, below ground, close to the junction with Northwood Avenue.

West of the R108, close to the proposed Northwood Station, a large tract of waste ground covered in rank grassland is proposed as the Northwood TBM launch site and associated Construction Compound.

27.4.1.4 AZ4: Northwood to Charlemont

South of this area all manifestations of the proposed Project at ground level are localised and centred on the stations beneath, or in the case of Albert College Park, the proposed intervention shaft. These are each considered as individual LLCAs and as such, baseline descriptions for these are included in Section 27.4.2 below.

27.4.2 Baseline Descriptions for the Local Landscape Character Areas (LLCAs)

27.4.2.1 LLCA 01: Estuary

Description of Landscape and Visual Environment: This area, around the site for the Estuary Station and Park and Ride facility is characterised by broad, gently rolling agricultural fields bounded by informal loose hedgerows with mature trees, all of which conveys a sense of established and settled agricultural land with a sparsely populated agricultural community. This agricultural landscape extends northwards, beyond any likely zone of impact on the landscape. However, situated at the northern fringe of Swords

town, the viability of the lands for agriculture in this local area is already under threat and is limited to arable uses. In contrast with the busy R132 to the east, the agricultural zone is a very quiet area, which suits the purposes of the Emmaus Retreat and Conference Centre along Ennis Lane to the west. This relatively low-rise group of buildings is located within its own extensive grounds, characterised by dense woodland planting, surrounded by agricultural fields. The fields in this area are subdivided by narrow laneways which provide access to individual farm-related properties and the fields themselves. To the east of the area, the R132 dual carriageway runs roughly north-south linking north Swords with the M1 motorway.



Diagram 27.5: Estuary Site from R132 (Near M1 Interchange)



Diagram 27.6: Estuary Site from Ennis Lane (North End) Looking East

Despite its open aspect, views into this area are quite limited. Ennis Lane to the south-west, linking the R132 with Balheary Road and providing access to Emmaus Retreat and Conference Centre, is a narrow road, lined on both sides with continuous hedgerows with only occasional gaps where glimpsed views across the fields can be obtained. The Emmaus Centre is screened from within and without by its dense boundary screen of trees, shrubs and hedges. Views from the raised interchange between the M1 and the R132, south-westwards towards the site are expansive but largely fleeting as they are mostly available to vehicle occupants. There are no clear views from any existing residential properties in this area into the proposed development site.

The Emmaus Centre occupies the former site of Balheary House and part of the associated demesne landscape. The outer demesne of Balheary House and indeed that of Lissenhall (located east of the R132), once extended into this area, however the original spaces occupied by the demesnes are no longer clearly defined or visible, having been progressively separated into individual land holdings (dating from the mid-19th Century) and now have different modern uses. Only scant remains of these demesne landscapes are evident today. Ennis Lane is flanked on its western side by the remains of the Balheary Demesne wall from approximately 30m in from the R132 and the wall is substantially intact (albeit largely covered by ivy) for its entire length up to the Balheary Road, and beyond.

Protections/Designations:

LLCA 01 Estuary - LLCA 13 Northwood (inc.) lie within the Fingal County area and as such are subject to the requirements of Fingal Development Plan 2017-2023.

[Note: The zoning objectives of the Draft Fingal Development Plan 2023-2029 match those in the current adopted Fingal Development Plan 2017-2023 and the proposed Project complies with the overarching policies of the Draft Fingal Development Plan].

Development Plan Zoning Objectives: this area is predominantly zoned; ME – Metro Economic Corridor, 'Facilitate opportunities for high-density, mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor'. A smaller area to the south-west of Ennis Lane (within this LLCA) is zoned; OS – Open Space, 'Preserve and provide for open space and recreational amenities'. This is related to the 'High Amenity' river corridor just to the south (within LLCA 02).

There is a specific objective to protect trees, woodlands and hedgerows within the Emmaus Centre grounds; these are outside the work area.

Landscape receptors include: The broad, gently rolling agricultural fields covering the proposed site, bounded by their enclosing informal loose hedgerows with mature trees; the Emmaus Retreat and Conference Centre occupying the former site of Balheary House and part of the associated demesne landscape (and that of Lissenhall) with its dense boundary screen of trees, shrubs and hedges; the remains of the Balheary Demesne wall; the narrow roads/lanes along the western edge of the proposed site.

Sensitivity of Landscape: *Medium*. There is some sensitivity related to the existence of remnant landscape (including demesne wall) of the former historical demesnes and to the Emmaus Retreat and Conference Centre, however the construction of the M1 motorway interchange to the north-east has already detrimentally impacted an otherwise moderately high landscape quality. In addition, the existing hedgerows and hedgerow trees, whilst not generally of inherent good quality, are of some moderate local value and quality. Nevertheless, the primary landscape component within this area is the open expanse of agricultural (arable) fields, rather sparsely subdivided by hedgerows with mature trees. Being located on the fringes of Swords a major population centre, this green space marks a change to softer, more rural landscape and as such it is of moderate local value. This area has however some capacity to accommodate change.

Visual receptors include: Travellers/commuters along the R132; visitors and staff of the Emmaus Retreat and Conference Centre; several private residential properties fringing the proposed site and; the commercial enterprises, ambulance station and veterinary hospital/kennels/cattery east of the R132.

Visual Sensitivity: *Medium*. The majority of receptors within this LLCA will be those travelling/commuting along the R132, for whom impacts will be fleeting. There are remarkably few residential properties in this area to be impacted and those one or two which may be, do not face onto the site and will therefore not be impacted directly. Visitors and staff of the Emmaus Centre will be sensitive to any changes to the mature enclosing and screening trees and shrubs within its garden curtilage. However, the main visual attribute of this area is the green open expanse of fields and hedgerows with mature trees, which facilitates fairly long views into the site and which are only partially

screened from the main vantage points by hedgerows and farm buildings on its periphery. The properties east of the R132 will only be slightly sensitive to views as visitors or staff exit their properties onto the busy main road. Overall, the quality of existing views is likely to be perceived as moderate.

27.4.2.2 LLCA 02; Lissenhall Medieval Bridge

Description of Landscape and Visual Environment: This is a small intimate landscape area centred around Lissenhall Medieval Bridge and Balheary Bridge now carrying only a footway and cycleway over the Broadmeadow and Ward Rivers, respectively. The bridges create an upper level in this area which sits over the level of the river and its floodplain. The area is characterised largely by mature trees with larger grass areas on the fringes at the lower level of the river. When on the bridge, at the upper level, one cannot fully appreciate its form and structure. However, whilst clear views to the bridge are limited, it is probably best appreciated from near the river's edge adjacent to the open grass space forming part of the public parkland to the south-west. To the east, running parallel to the pedestrian and cycle path over the bridges, the R132 dual carriageway is very much present, more aurally than visually. Despite screen planting between the two, the constant noise of traffic is a reminder that the dual carriageway is nearby - approximately 30m distant. The proposed Project alignment lies to the west of the bridges, roughly on the line of an existing major pipe currently being carried over the Broadmeadow and Ward Rivers, but underground between. The substantial concrete thrust blocks effecting the vertical shift in the pipeline have introduced a negative element into the otherwise pleasant green space. Sensitivities in this LLCA relate primarily to the local context and setting of the bridges which are protected structures.



Diagram 27.7: Lissenhall Bridge, Looking North-East from Open Grass Space



Diagram 27.8: Balheary Bridge, Looking South-East from Open Grass Space

Protections/designations:

Development Plan Zoning Objectives: a large proportion of this LLCA area is zoned as High Amenity where there is a Zoning Objective to 'protect and enhance'. A small part to the north-east of this LLCA is zoned as OS - Open Space where the Objective is to 'Preserve and provide for open space and recreational amenities'.

There is a specific objective to protect trees and woodlands locally adjacent to Lissenhall Bridge.

Lissenhall Bridge (Five arch stone bridge over Broadmeadow River): Record of Monuments and Places, reference DU011-081; Protected structure, reference 0341.

Balheary Bridge (Double arch stone bridge over Ward River): Protected structure, reference 0340.

Landscape receptors include: the protected historic bridges within this setting of the intimate green space, enclosed by mature trees and; the associated riparian landscape of the two rivers over which they pass.

Sensitivity of Landscape: *Medium*. The protected structures and adjacent mature trees enclosing them provide a high value basis for a small part of this area which has a distinctive character and low capacity to accommodate change. However, the larger part of this area is flat grass and is an underused recreational area of low to moderate landscape value and is only of local importance. The existing pipeline and associated substantial concrete thrust blocks over each of the rivers, detracts significantly from the adjacent landscape and setting of the bridges and in a broader sense, from the higher landscape quality adjacent to the bridges. Continued enjoyment of this area as a recreational landscape resource may add to sensitivities around this area.

Visual receptors include: Primarily local recreational users of the existing walkway over the historic bridges, informal paths along the rivers and generally around the site.

Visual Sensitivity: *Medium*. Existing views into this area (particularly from the south and from the main road east of the site) are seriously restricted by the density of adjacent vegetation. Views from the bridges across the green space and of the bridges from within the enclosed area are also constrained by riverside vegetation and limited adjacent space, however the bridge stonework and arched structure can be readily appreciated up close. The existing pipeline competes visually with both bridges and unfortunately degrades the setting of the bridges and the quality of views within this localised area.

People using the area for passive recreational purposes are the primary visual receptors and would at least be slightly sensitive to proposed changes.

27.4.2.3 LLCA 03; R132/Balheary Park

Description of Landscape and Visual Environment: This landscape area is primarily characterised by the R132 dual carriageway running adjacent to the open flat grass expanse of the sports pitches along its western edge, separated only by a low stone wall and several substantial and tall blocks of tree planting. The western edge of the pitches is defined by substantial tree planting along the east bank of the Ward River which forms a physical boundary to the pitch area. Beyond this is the Swords Business Campus, which contains substantial buildings which are however, generally low-rise in nature. Across the road on the eastern side of the R132, the Fingallians GAA club also has open expanses of pitches and training facilities and its clubhouse is located at the southern end near the Estuary Roundabout.



Diagram 27.9: Balheary Park with R132 Left of View



Diagram 27.10: Balheary Park Beyond R132, Looking from Estuary Roundabout Footbridge

Protections/Designations:

Development Plan Zoning Objectives: this area is predominantly zoned; ME – Metro Economic Corridor, 'Facilitate opportunities for high-density, mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor'.

Landscape receptors include: Dual carriageway landscape with flanking tree and hedge planting with a central median, including a formal single species hedge; The recreational facilities to either side of the road - these are the long open expanses of grass pitches (to the west these are public and openly accessible and to the east they are within the control of Fingallians GAA club), the outdoor basketball court and the skatepark west of the public pitches.

Sensitivity of Landscape: Low-Medium. The dominant elements in the landscape are the blocks of trees separating the broad and busy road from the broad expanse of featureless grass pitches. The landscape character is not particularly strong or valued for its scenic beauty. The trees between the pitches and the R132 are of low to moderate value and quality. The existing footbridge crossing the R132 is a fairly prominent structure at the southern end of this area. Sensitivities primarily revolve around the viability of the pitches (particularly during Construction Phase). The area has some capacity to accommodate change.

Visual receptors include: Travellers/commuters along the R132; Users of the recreational facilities to either side of the road; Residents of the Castlegrange residential area, west of Balheary Road.

Visual Sensitivity: Low-Medium. The majority of receptors within this LLCA will be those travelling/commuting along the R132, for whom impacts will be fleeting. The road is partially contained by the tree planting on its western edge, however there are gap views across the playing pitches to the tree line to the west. These views currently contribute positively to the broad utilitarian and rather austere road landscape. The only residential properties or places of work in this area which may be directly visually impacted by the proposed Project are the residential properties at Castlegrange Avenue some 150m to the south-west, facing the park and pitches area, who would be slightly sensitive to proposed changes. The pitch users' interest is not specifically focussed on the landscape. The main visual attribute of this area is the green open space of the pitches with adjacent mature trees, however the quality of existing views is likely to be perceived by viewers as low to medium. People using the area for passive recreational purposes are the primary visual receptors and would at least be slightly sensitive to proposed changes.

27.4.2.4 LLCA 04; R132/Estuary roundabout to Seatown Road Roundabout

Description of Landscape and Visual Environment

This LLCA is centred on the R132 road corridor, essentially a Swords by-pass, between two of the large roundabouts which intersect with roads leading out of the town. The R132 road is defined by narrow and dense roadside tree planting with a central grass reservation and continuous hedge separating the carriageways. One is only marginally aware that the urban fabric of the town is spread out to either side, beyond the roadside tree planting which forms a nearly continuous dense screen, punctuated only by the Seatown Road junction with the southbound carriageway at the southern end of this section. Despite the quite strong continuous landscape form created by the roadside trees and central hedge, it is however rather monotonous and is essentially an otherwise featureless road landscape for people in cars with no pedestrian connections other than the footbridges over the road at each roundabout. *[This aspect of the R132 road landscape is repeated somewhat, southwards as far as the Pinnock Hill roundabout and is visually relieved only by the intervening roundabout junctions and associated, moderately-scaled public artworks – refer also to LLCA 05 and LLCA 06, below].* However, to the west of the roadside screen planting lie the residential developments of Seatown Villas and the more recent Comyn Manor which face towards the R132. To the east, a number of residential properties along The Crescent back onto the R132, and the properties along Estuary Court face towards it across small grass open spaces, with screening shrubs, tree planting and a wall. Across the Seatown Road, Woodies DIY

store sits behind the planted roadside screen and the adjacent footbridge is a prominent element in the landscape at this southern end of this LLCA.



Diagram 27.11: Estuary Roundabout and R132 Southwards



Diagram 27.12: R132 Looking Northwards from Footbridge at Woodies Car Park

Protections/Designations:

Development Plan Zoning Objectives: this area is predominantly zoned; RS – Residential, ‘Provide for residential development and protect and improve residential amenity’ coupled with OS – Open Space, (e.g. at Estuary Court and Seatown Villas). There is an ME – Metro Economic Corridor zoning on the east side of the R132 at the southern end (at Woodies’ store and carpark).

There is a specific objective to protect trees locally in two locations at the southern end of this stretch of the R132: along Seatown Road, north of Woodies and between Comyn Manor and the Seatown Road roundabout.

It should be noted that the Fingal Development Plan, Green Infrastructure map 1 (sheet 14), indicates Highly Sensitive Landscape down the east side of the R132 from the M1 to Seatown Road roundabout.

This is essentially allied to the lands fringing the Broadmeadow estuary but includes the residential area of Estuary Court and the Woodies site.

Landscape receptors include: The R132 carriageway landscape with flanking tree and hedge planting with a central median, including a formal single species hedge and the associated walls separating the road from the adjacent residential areas; The small open green spaces within the adjacent residential areas; Woodies car park and associated planting including mature trees.

Sensitivity of Landscape: *Medium*. The dominant elements in the landscape are the roadside trees separating the broad and busy road from the adjacent housing areas. The existing relationship between the road corridor and the adjacent residential areas is one of physical and visual separation. This is reinforced by the tall tree planting and the boundary walls between the two. On the residential side of the separation, the small open green spaces associated with the Seatown Villas and Estuary Court housing estates in particular, feel communal and rather private, i.e. only for the use of adjacent residents. The proposed removal of the mature screen trees and walls at the northern end of Seatown Villas and adjacent to the open green spaces of Estuary Court will potentially alter the existing relationship between the road and these residential areas. Residents of other housing areas close to the proposed alignment may also be sensitive to any potential loss of existing trees which provide enclosure and a sense of privacy.

Visual receptors include: People using the R132, including commuters and local residents accessing facilities in the town by way of the R132; Residents of the adjacent housing areas at; The Crescent (those backing onto the R132), Estuary Court, Seatown Villas and Cormyn Manor; The patrons and proprietors of Woodies DIY store.

Visual Sensitivity: *High*. The mature trees either side of the R132 together with the existing walls provide a visual screen between the road and the residential areas beyond. Together they also partially enclose the residential areas. The residents of the Seatown Villas and Estuary Court housing estates, whose properties face onto the small green open spaces which are contained by the separating roadside walls and adjacent planting, would be expected to be very sensitive to any changes to the existing enclosed and verdant prospect. Users of the R132 road may also be sensitive to change to the enclosing roadside trees, however such sensitivity is transitory in nature.



Diagram 27.13: Estuary Court Open Space, Looking Northwards

27.4.2.5 LLCA 05; R132/Seatown Road Roundabout to Malahide Road Roundabout

Description of Landscape and Visual Environment

This LLCA is also centred on the R132 road corridor and in this instance, its interface with a range of commercial properties along its east side. The proposed Seatown Station is located at the northern end of this area, just east of the R132. Over this section of road, the roadside screen planting is still a feature both west and east of the road, however this has been replaced with a more visually penetrable planting, adjacent to the entrance to the North Dublin Corporate Park, which includes a range of commercial and industrial premises. Along this east side of the road there is also a narrow footpath, providing pedestrian access from the roadside into the Corporate Park. North of this, the offices of Hertz Europe and Eason share a site, screened from the R132 by the roadside planting. The existing footbridge over the R132 at Chapel Lane, midway along this section of the road, is a prominent landscape feature of the road landscape. South of the Corporate Park the residential properties of Ashley Avenue face the R132 roadside screen planting and protective wall, across a narrow grass space. To the west of the road the uninterrupted roadside screen planting, effectively separates the Seatown Walk and Castle Park/Castle Grove residential areas from the R132.



Diagram 27.14: Seatown Road Roundabout and R132 Looking Southwards from Footbridge at Woodies Car Park



Diagram 27.15: Malahide Road Roundabout from 'Pavilions' Footbridge Looking Northwards

South of the Corporate Park and Siemens Healthcare Diagnostics, the residential properties of Ashley Avenue face the R132 roadside screen planting and protective wall, across a narrow grass space. To the west of the road the uninterrupted roadside screen planting, effectively separates the Seatown Walk and Castle Park/Castle Grove residential areas from the R132.

Protections/Designations:

Development Plan Zoning Objectives: the east side of the R132 is predominantly zoned ME – Metro Economic Corridor with a zoning of RS – Residential and OS – Open Space at the southern end (at Ashley Avenue). The west side of the R132 is zoned RS – Residential and OS – Open Space (at Seatown Walk and Castle Grove) with at the northern end, a zoning of MC – Major Town Centre: 'Protect, provide for and/or improve major town centre facilities' (at a Fingal County Council surface car park).

Landscape receptors include: The R132 dual carriageway landscape with flanking tree and hedge planting with a central median, including a formal single species hedge and at the southern end, the associated walls separating the road from the adjacent residential areas of Ashley Avenue/Chapel Lane; The grounds to the west/south-west of Hertz and Eason, separated from the R132 by dense mature tree

planting. The large open green areas to the front of North Dublin Corporate Park (business park), east of the R132; The narrow linear open green space at the southern end, between the roadside trees and the adjacent residential area at Ashley Avenue; The open green space at Seatown Walk/Chapel Lane (west) on the western side of the R132.

Sensitivity of Landscape: High. As was the case for LLCA 04, this is predominantly a road landscape with roadside planting effectively separating the road from the adjacent residential areas. The existing roadside tree planting is substantial but is of moderate quality at best. It would be expected that the occupiers of the residential properties at the southern end of this section along the eastern side of the R132, will be most sensitive to any change in the local landscape adjoining their properties, including the potential loss of trees. This is particularly so for those residents of the Ashley Avenue/Ashley Grove estate, who currently use the small linear green open space to the front of their properties for recreational purposes. These residents will generally be sensitive to any potential loss of existing trees and shrubs which define and enclose the recreational space. The commercial units at Hertz/Eason and the adjacent business park may be sensitive to any change to the planting west of them, in respect of their corporate presentation along the road.

Visual receptors include: People using the R132 for commuting, access into the town and to the office/commercial premises along the east side of the road; Residents of Ashley Avenue and Chapel Lane (east) on the east side of the R132; Residents of Seatown Walk, Chapel Lane (west), Castle Park, Castle Grove and Longlands, all on the west side of the R132.

Visual Sensitivity: High. The residents of Ashley Avenue, whose properties face onto the narrow green open spaces bounded by planting along their western edge (along the roadside), would be expected to be very sensitive to any proposed changes to the existing views out onto the enclosed green space and in particular any change to the screening effect of the roadside trees which may affect intervisibility between their properties and the R132. Residents along the western side of the R132 would be expected to be less sensitive in this regard. It would be expected that Hertz and Eason may be sensitive to how the proposed Project would impact on their roadside screen and how this would affect intervisibility between their site, the proposed Project and the R132 road. The occupiers of office/commercial premises in the business park would also be potentially sensitive in respect of intervisibility with the R132 and as regards the overall visual presentation of the business park as viewed from the road. The sensitivity of travellers along the R132, is transitory, tending only to have a passing interest in their surroundings.

27.4.2.6 LLCA 06; R132/Malahide Road roundabout to Pinnock Hill roundabout

Description of Landscape and Visual Environment

This section of the proposed Project is again centred on the R132 which, as for LLCAs 4 and 5, has the same virtually uninterrupted roadside screen planting, this time with one vehicular access into and out of the Pavilions Shopping Centre along the western (northbound) carriageway. The existing footbridge across the R132 from the Pavilions Shopping Centre over to Drynam Road is a prominent landscape feature adjacent to the roundabout at the northern end of this LLCA. Southwest of the Pavilions Shopping Centre carpark sits the Carlton Court residential development which faces a roadside wall and planted screen, across the estate access road and narrow grass verge which run parallel with the R132. At the south-eastern side of the Malahide Road roundabout, the residential properties at Foxwood are backing onto the roundabout, separated from it by a narrow band of screen planting. South of this, almost the entire eastern edge of the R132 has open grasslands adjacent to the roadside screen planting, save for one block of the Lakeshore Drive office campus which sits just behind the roadside planting, and the western end of Travelodge Swords and carpark which sits open to view, close to the Pinnock Hill Roundabout.



Diagram 27.16: Malahide Road Roundabout from 'Pavilions' Footbridge Looking North-East (Foxwood Housing to Right of View)



Diagram 27.17: The R132 Southwards from 'Pavilions' Footbridge at Malahide Road Roundabout

Protections/Designations:

Development Plan Zoning Objectives: along the south-east side of the R132 the land is zoned ME – Metro Economic Corridor at the north-east end and at the south-west end it is zoned 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'. Along the north-west side of the R132 the land is zoned MC - Major Town Centre: 'Protect, provide for and/or improve major town centre facilities' (adjacent to the Pavilions shopping centre) at the eastern end and at the western end the land is zoned RS – Residential with OS – Open Space (at Carlton Court).

There is a specific objective to protect trees locally in two locations along the north-western edge of the R132: south-west of the Malahide Road roundabout (adjacent to the Pavilions shopping centre) and north of the Pinnock Hill roundabout (between the roundabout and Carlton Court).



Diagram 27.18: Open Land East of R132, from Drynam Road Looking South-West



Diagram 27.19: Pinnock Hill Roundabout and R132 Beyond Looking Northwards (Travelodge on Right of View)

Landscape receptors include: The R132 dual carriageway landscape with flanking tree and hedge planting with a central median and hedge, including the protected trees at each end of this section; The open green space at the south-east edge of the Malahide Road roundabout and the adjoining screening trees to the rear of residential properties on Foxwood; The block of existing mature trees at each end of the footbridge just south of the roundabout; The expansive open agricultural fields along the south-east side of the R132.

Sensitivity of Landscape: *Medium*. The residential properties at Foxwood are likely to be sensitive to the potential loss of trees and shrubs just behind their homes. The commercial properties at Lakeshore Drive may be sensitive to any change to the roadside boundary trees adjacent to the northernmost block. The Travelodge may share some sensitivities with the Lakeshore Drive occupants as regards any change to their on-going business operations and in particular, the presentation and setting of their commercial premises. There will be broader sensitivities relating to impacts on, the trees flanking the R132 or the potential loss of the protected trees locally at either end of the north-western edge of the road.

Visual receptors include: People using the R132 for commuting and access into the town; Residents of Foxwood and Drynam Road, south-east of the Malahide Road roundabout; Staff and visitors to the business properties at Lakeshore Drive, particularly those occupying the three-wing block closest to the R132 (Fujitsu etc); Travelodge Hotel patrons and staff; Patrons of the Pavilions Shopping Centre and car park; Residents of the Carlton Court residential area, north-west of the R132.

Visual Sensitivity: Medium. At the Foxwood residential properties, privacy and visibility of the proposed Project (and the busy roundabout beyond) are likely to be issues of some sensitivity. The commercial properties at Lakeshore Drive and at Travelodge Swords may be sensitive to how the proposed Project will impact visually and how this might relate to their on-going business operations. The latter's concerns may extend to the impact on views from the hotel rooms, however rooms to the front of the hotel are already open to views of the R132, so the sensitivities of hotel guests are unlikely to be high. Travellers along the R132 (and those waiting at bus stops), have at most, a passing interest in their surroundings.

27.4.2.7 LLCA 07; R132/Pinnock Hill roundabout to Airside Retail Park

Description of Landscape and Visual Environment

From the Pinnock Hill roundabout, the R132 rises up towards the entrance to the Airside Retail Park and out of the Swords urban area. This section of the R132 is a three-carriageway road with a bus lane on each side but no central reservation and hedge. Pedestrian footpaths are provided on each side. The whole road section is contained within shallow cut as it ascends the hill. The banks of the cutting are substantially planted but this is not continuous. To either side of the planted cutting are agricultural fields, which are screened somewhat by the embankment planting and hedges and are only partially visible from the road. At the northern end of this section of the R132 road, adjacent to the verge of the roundabout, the proposed alignment skirts along the edge of two private properties, including the Swords Veterinary Hospital. Both are well screened from the road by dense and mature tree planting. As one rises up the road southwards, a telecoms tower is visible on the eastern side of the road and beyond this the silver-grey cladding and signage of the Airside Retail Park gradually come into view.

Protections/Designations:

Development Plan Zoning Objectives: along the east side of the R132 the land is zoned as HT – High Technology and on the west side is zoned as RA – Residential Area: 'Provide for new residential communities subject to the provision of the necessary social and physical infrastructure' (i.e. at Fosterstown). Immediately west and north of the roundabout is zoned 'open space'.

There is a specific objective to protect trees locally, south of the Pinnock Hill roundabout on the eastern side of the R132 (at Swords Veterinary Hospital) and just north of the roundabout on the west side of the R132 adjacent to Carlton Court – these latter Protected trees are covered within LLCA 06.



Diagram 27.20: The R132 Looking Southwards from Pinnock Hill Roundabout



Diagram 27.21: The R132 Looking North from Airside Retail Park (St Columba's Church and Round Tower in Distance, Centre of View)

Landscape receptors include: The landscape of the broad R132 with flanking footpaths, grass verges bounded by low fragmented hedges and mixed fencing; The open agricultural fields beyond the roadside hedge/fenceline. The block of mature trees at the lower (northern) end of the road, adjacent to the veterinary hospital) at the Pinnock Hill roundabout, which includes protected trees.

Sensitivity of Landscape: *Low-Medium*. This area is generally a road dominated landscape of low value and would be tolerant of the type of project proposed. It also has the capacity to accommodate change. However, any loss of trees adjacent to the private properties (veterinary hospital) adjacent to the Pinnock Hill roundabout would impact on the landscape interface between them and the road, i.e. the screen of existing trees, including protected trees. Southwards of this and on up the hill, the broad scale of the road dominates the landscape with few other landscape features of interest or value.

Visual receptors include: Users of the R132, generally commuting between Swords and Dublin city;

Visual Sensitivity: *Low*. The road lies largely within shallow cut, with little in the way of views out or in, or indeed any views of value or quality. Whilst the intervisibility between the private properties at the

lower northern end (south of Pinnock Hill roundabout) and the R132, may raise some sensitivities in respect of their privacy, most visual receptors will be travelling in vehicles, with little interest or focus on the landscape or views of it. Those waiting at bus stops may be slightly more sensitive to change but this too is rather transitory.

27.4.2.8 LLCA 08; Airside Retail Park Junction with R132

Description of Landscape and Visual Environment

This is a busy road junction adjacent to the expansive carpark of the Airside Retail Park. Having risen up from the Pinnock Hill roundabout, the road and the adjacent lands level out somewhat. This LLCA is in essence a road-dominated landscape, visually occupied by the road surface and its markings and all the associated elements required in such circumstances: pedestrian guardrails; traffic lights and signage. The relative hardness of this utilitarian landscape is reinforced by the adjacent extensive car park for the Airside Retail Park. Just south of the junction, across from the petrol filling station, several private residential properties (single storey) are ranged along the eastern edge of the road, set back behind fairly narrow front garden spaces which are in turn set behind their individual low boundary walls. South of these, the proposed alignment crosses the R132 at the Bolands car dismantlers site.



Diagram 27.22: Airside Retail Park Beyond R132/Nevinstown Lane Junction



Diagram 27.23: The R132 Looking Northwards Towards Airside Retail Park

Protections/Designations:

Development Plan Zoning Objectives: the east side of the R132 is zoned RW – Retail Warehousing: 'Provide for retail warehousing development and the west side is zoned RS – Residential: 'Provide for residential development and protect and improve residential amenity'.

There are preserved views from the higher ridgeline along the line of the R132, adjacent to the Airside Retail Park and car park. There is a Protected structure located to the rear of the existing footpath on the western side of the R132, reference 0866: Milestone (mid-18th C triangular).

Landscape receptors include: The hard urban road-based landscape and car park for the retail park; The small sections of mature garden planting adjacent to the junction and south of it.

Sensitivity of Landscape: *Negligible-Low*. This area is a road and car park dominated landscape, exhibiting negative character. It is of little landscape value and the capacity to accommodate change is high. The protected milestone is located on the west side of the R132 and will not be affected by the proposed Project.

Visual receptors include: The users of the road-based landscape; Residents of the private residential properties at the south-west corner of the junction and south of the junction (on the east side of the R132); Patrons of the Airside Retail Park and car park. Patrons of the petrol filling station south of the junction, on the west side of the R132. Pedestrians using the footpath heading along the R132, adjacent to the retail park who may be able to discern the Protected views to the distant north and east.

Visual Sensitivity: *Low*. This area is characterised by low quality views, save for the Preserved views adjacent to Airside Retail Park, from the crest of the hill coming up from Pinnock Hill roundabout. From this ridgeline, distant views of St Columba's Church and Round Tower in Swords to the north and to Lambay Island away to the east can just be picked out. Despite their protected status, they are however, in no way obvious or immediately apparent. Whilst they play a very small part in the visual environment or amenity of this area, their status requires due respect. The occupants of the private residence on the south-west corner of the junction already have screening trees and shrubs in their garden and will be unaffected by the proposed Project. The residents in the several properties to the south of the junction already have a rather poor-quality outlook at the front (e.g. to the car dismantlers and the petrol filling station) and the constant traffic on the busy road which abuts.

27.4.2.9 LLCA 09; Lands from Bolands Car Dismantlers to Naul Road

Description of Landscape and Visual Environment:

This area is characterised primarily by several large, open agricultural fields (largely arable, of high quality) on gently undulating land, traversed at the northern end by an access road to McComish Concrete Products and associated quarry, and nearer the southern end by the Sluice River, which sits in a simple channel with little associated riparian vegetation. At the northern end of this LLCA the car dismantlers sitting on the western side of the R132 presents a poor quality face to the road. At the southern and south-western end of this LLCA the land rises up to the Naul Road and is locally characterised by smaller fields in rough grasses, bounded by open and fragmented hedgerows irregularly interspersed with hedgerow trees. In the south-east corner the agricultural land sits above the level of the R132, the Naul Road and the roundabout at their intersection - this separation is reinforced by the hedgerow atop the embankment. The flatter land within the LLCA has been agriculturally improved and the available area for arable production has been maximised.



Diagram 27.24: Fields South of McComish Quarry Entrance, from R132 Looking South-West



Diagram 27.25: Looking Northwards from the Naul Road (Near North Boundary of the Airport)

Protections/Designations:

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Development Plan Zoning Objectives: A substantial portion of these lands are zoned as GB – Greenbelt: 'Protect and provide for a Greenbelt'. A small area at the southern end of this LLCA, just north of the Naul Road is zoned as DA - Dublin Airport: 'Ensure the efficient and effective operation and development of the airport in accordance with an approved LAP'.

Several Recorded Monuments lie close to the alignment of the proposed Project within the existing agricultural fields.

Landscape receptors include: The poor quality roadside landscape at the car dismantlers at the northern end of the LLCA; The R132 road landscape southwards to the Naul Road roundabout junction; The broad, undulating agricultural landscape west of the R132 with low level field division; The near continuous hedgerow between the R132 and this agricultural land; The Naul Road landscape, exposed and perched above the agricultural lands to the north, with the airport lands hidden behind to the south.

Sensitivity of Landscape: Low. Whilst the land in this area is predominantly productive arable land of relatively high agricultural and economic value, this is a local landscape of relatively poor quality and of little landscape value. It has the capacity to accommodate change and its character would be tolerant of change.

Visual receptors include: The users of the R132 and less so, the Naul Road; People accessing McComish Concrete Products and associated quarry

Visual Sensitivity: Low. Most visual receptors will be travelling in vehicles along the R132, Naul Road or access road to McComish lands, with little interest or focus on the landscape or views of it. Additionally, on the R132 as they proceed southwards, the land is also progressively screened as the R132 drops into cutting and the screening effect of the roadside planting increases. In contrast, views from the higher ground at the Naul Road are panoramic to the north and east, however most receptors on this road will be travelling in vehicles with little current opportunity to stop or slow to appreciate the views. Given the proximity of the Airport immediately south of the Naul Road and in particular, the proximity of the new north runway, it is also possible that the view receptors of the future could be looking mostly the other way.

27.4.2.10 LLCA 10; Dublin Airport

Description of Landscape and Visual Environment:

The proposed Dublin Airport Station will be located under the Terminal 2 car park, just west of the multi-storey car park. The access to this station will be located on the portion of the car park that is closest to the Terminal building. This is, as one might expect, a particularly busy built-up area where one's sensitivities to the local environment are related more to moving in the right direction, safely, than taking in the quality of one's surroundings. For most, sensitivity to landscape and visual amenity may be at a low level. For those who have the time and the inclination to appreciate the quality of the built environment around them, there may be some sensitivity to the quality of buildings, the mix of styles, their juxtapositioning and their spatial relationships. The requirement in airports to move large numbers of people quickly through a series of processes and buildings to get them onto flights, creates circumstances whereby functional and often utilitarian buildings are relatively tightly-spaced and have a tendency to be fairly large and quite tall. The site for the proposed Dublin Airport station is centrally located within the airport's transportation hub, close to the entrances of both terminals and also therefore close to the multi-storey car parks serving each. Both terminal buildings and their associated multi-storey car parks are of large scale and are of contemporary styles, for their time. The remaining spaces between the buildings are largely given over to the efficient movement of vehicles (i.e. cars, taxis and buses) to car parks, set-down or pick-up, and to the safe movement of pedestrians, generally with luggage. Just west of the site for the station, the Church of Our Lady Queen of Heaven which is a protected structure, seems somewhat lost in this otherwise hectic built landscape. Whilst the setting of the church is already somewhat compromised by the plethora of buildings and structures around it, the design of the proposed new station and the associated proposed landscape around it clearly needs to take it too into consideration.

Protections/Designations:

Development Plan Zoning Objectives: This area is zoned as DA – Dublin Airport: 'Ensure the efficient and effective operation and development of the airport in accordance with an approved LAP'.

Church of Our Lady Queen of Heaven (Mid 20thC modernist RC Church with monolithic tower and peristyle courtyard (designed by Andrew Devane): Protected structure, reference 0864. This is located just west of the proposed station location, outside the works area. The Protected Structure sits within an Airport context of roads, carparks and other buildings including multi-storey car parks

Landscape receptors include: The tight-packed mix of buildings forming the airport's transport hub with the existing protected church at the centre; The existing organised safe and efficient system of routes for vehicles and pedestrians.

Sensitivity of Landscape: Low. This is a low value landscape, despite the inherent qualities of several of the buildings in this area. It is a dense and complex but also sometimes confusing landscape which nevertheless has an apparently constant capacity to accommodate change and is tolerant of the type of change proposed.

Visual receptors include: Aircraft passengers (airline customers), some of whom may be regulars and some, first time visitors; Flight crew, airport staff, service/outlet staff and emergency crews; Vehicle drivers setting down and/or picking up; People accessing Dublin Central, the hotels or other offices/commercial premises east of the transport hub.

Visual Sensitivity: Low. The vast majority of viewers will have at best, only a passing interest in the quality of the surrounding landscape and have other priorities in being in this area – these people will generally not be focussed on available views or the quality of this busy built-up environment and will place a low value on this aspect of their journey. Regular visitors or users of the airport and its facilities will place a higher value on this aspect of their experience.

27.4.2.11 LLCA 11; Lands south of Old Airport Road (Dardistown)

Description of Landscape and Visual Environment:

This is a relatively level agricultural area, with fields of mixed size and sports playing pitches, separated by fragmented and rather ragged hedgerows and playing pitches, all of which are dissected by hedge-lined narrow laneways accessing small properties within the centre of the area. Visibility into this area is seriously restricted by hedgerows and earthworks to the north, along the southern edge of the Old Airport Road and by hedgerows lining the R108 Naul Road to the west. To the north of the Old Airport Road lies Dublin Airport with its main east-west runway located fairly close to and parallel with the road. The proposed Dublin Airport South Portal is located at the north-eastern corner of this area, with the Dardistown Depot and future station located centrally. Again, visibility into the site is severely restricted at ground level by the existing hedgerows. The site is also not generally visible from the south, or specifically from the M50, which lies within cut. To the east, the long-term car park for the airport has some visibility through to the site area but it is restricted somewhat by a hedge at the western edge of the car park. To the north-west of the site there is a linear group of small residential properties fringing the southern edge of the Old Airport Road, interspersed with entrances to the sports pitches.



Diagram 27.26: The Dardistown Depot Site, Looking North from Sillogue Green

Protections/Designations:

Development Plan Zoning Objectives: This LLCA area is predominantly zoned GE – General Employment: 'Provide opportunities for general enterprise and employment', with HT – High technology, along its southern edge.

Landscape receptors include: The broad open expanse of flat agricultural fields with continuous boundary hedgerows; The dense coniferous screening hedge along the south and east boundaries of Ballymun Kickhams GAA club; The narrow hedge-lined laneway accesses to sports clubs, several private residential properties and service facilities; The environs of the industrial and commercial enterprises located to the south of this LLCA, close to the M50.

Sensitivity of Landscape: Low. This is generally a low value landscape. Sensitivities to landscape impacts are most likely to be related to the sports clubs using the playing pitches, who may have concerns related to their longer-term viability, continued use and access. Owners/occupiers of the small group of residential properties around the north-western fringes and backing onto this LLCA may be sensitive to the potential for landscape change and particularly to the potential for loss of screen planting to the south of their properties.

Visual receptors include: People travelling along the Old Airport Road to the north and the R108 to the west; Residents of the private properties along the Old Airport Road; Members of the adjacent sports clubs and users of the sports pitches north of the site; Staff and visitors to the industrial and commercial premises to the south.

Visual Sensitivity: Low. Sensitivities to visual impacts are most likely to be related to the group of residential properties, along the Old Airport Road, around the north-western fringes of this LLCA. These properties back onto the site and are largely screened from it by fairly dense tree planting. The loss of these screen trees could lead to increased intervisibility with the open lands to the south and reduced privacy, as well as increased exposure. Most visual receptors will be travelling in vehicles along the Old Airport Road with limited visibility into the site and with little interest or focus on the landscape or views of it.

27.4.2.12 LLCA 12a; Lands North of M50

Description of Landscape and Visual Environment:

This area is characterised by a broad open and fairly flat agricultural (arable) field with industrial and commercial buildings and various ancillary buildings occupying generous open spaces to the east. These are accessed by one curving road from the R108 Naul Road and associated parking is located to the south of the industrial building. Beyond this, the agricultural fields and small laneways are separated by hedgerows with occasional small tree elements within them. There are no residential properties on the site or directly overlooking it.

Protections/designations:

Development Plan Zoning Objectives: This area is zoned HT – High technology, with roads uses to the south (M50) and west (R108).

Landscape receptors include: The open expanse of flat agricultural field with boundary fencing; The road landscape of the R108 and the M50 Ballymun interchange; The environs of the industrial and commercial enterprises located to the east of this LLCA, close to the M50 and accessed via Sillogue Green.

Sensitivity of Landscape: Low. This is a low value, degraded agricultural landscape with unremarkable industrial/commercial buildings on its eastern fringes, which are accessed from the north by a very low volume road (Sillogue Green). The R108 to the west and its large roundabout junction with the M50, together with the elevated M50 slip roads visually dominate the area. The only visible vegetation of value are the trees screening the Sillogue golf course, west of the R108, the slowly maturing M50 slip road planting and several small groups of trees adjacent to the industrial/commercial building to the east.

Visual receptors include: People travelling on the R108 (west of the site) and the M50 Ballymun interchange and slip roads; Staff and visitors accessing the industrial and commercial premises east of the alignment, via Sillogue Green.

Visual Sensitivity: Low. Existing views are of low quality. The site is visible from the M50/R108/Ballymun Road roundabout, but the area is generally used by people in vehicles rather than pedestrians. In negotiating the busy roundabout, drivers, who represent the vast majority of visual receptors, are generally unaware of the unremarkable and low value landscape to the north.

27.4.2.13 LLCA 12b; Lands south of M50

Description of Landscape and Visual Environment:

This is an enclosed and intimate area with narrow road access to a cul-de-sac of three small cottages at its northern end (Charter School Hill). It contains the private house and garden of St Anne's and Santry Lodge (the former Charter School) with its gate lodge. It also provides service access to the Tesco/Keelings distribution centre and to the retail units at Gullivers Retail Park to the east of this area. It is bounded to the east by the rear of Gullivers Retail Park and to the west by the northern part of the R108 Ballymun Road before it terminates at the M50 interchange. To the north of this area the M50 is bounded along its southern edge by a substantial quantum of trees. The area is generally characterised by a significant amount of green vegetation including a quite dense cover of mature trees, but there is an air of overgrown dereliction, with bindweed and various other garden weed species having penetrated the area. Following the construction of the R108 linking to the M50 just to the north, this area around the old Ballymun Road is now relatively isolated area, with its main purpose to provide access to the commercial properties to the east of the road. The relative isolation of the area and its separation from the 'new' Ballymun Road and the M50 slip road is reinforced by the road-related embankments along its western and northern edges. A public footpath and cycle route along the Santry River and associated green open space, link this area with Santry Park to the east.



Diagram 27.27: Looking Southwards from Cottages at Charter School Hill



Diagram 27.28: Entrance to Distribution Depot, Looking East from Old Ballymun Road/Charter School Hill

Protections/Designations:

Development Plan Zoning Objectives: This area is predominantly zoned ME – Metro Economic Corridor, with OS – Open space to the south-east where the pedestrian access to Santry Park’s western end abuts the Old Ballymun Road. This open space is characterised by fairly mature woodland planting which contain several remnant specimens of the ‘wilderness’ planting of the former Santry Demesne.

There is a Local Objective (92) to ‘Support provision of retail for local needs only’ in the vicinity of Santry Lodge.



Diagram 27.29: Santry Lodge (In Distance, Left of View) with the Derelict Gatehouse in Foreground

Landscape receptors include: The historic buildings and grounds of Santry Lodge (formerly Charter School) with many mature trees, including the gate lodge and the rough ground to the rear (up to the motorway slip road embankment); the residential landscape of the bungalows on Charter School Hill; The house and garden of St Anne's including many mature trees and the Shamrock Maze; The entrance road to the Tesco/Keelings distribution centre; The western end of Santry Park with many mature trees, entrance gate and footpath.

Sensitivity of Landscape: *Medium*. The landscape of this area is an eclectic mix of individual, diverse and rather introverted characters. It is a landscape laid down in distinct layers over time. It is no longer the historic demesne landscape though there are traces of it (the western entrance of Santry Park is located opposite Santry lodge). It is no longer a key route leading in and out of Dublin, however it does serve as a busy access for heavy lorries entering and leaving the adjacent distribution depot and the Gullivers Park retail park. It's trees and hedges are no longer cared for but have continued to grow and in many areas have been overtaken by 'weed' species. Whilst the area is generally run down, there would be expected sensitivity regarding change and its effects on the three residential cottages, St Annes house and garden (including the Shamrock maze) and upon the Santry Lodge buildings. While Santry Lodge is not a protected structure it is of historical and architectural significance and was formerly a protected structure. The derelict gatehouse is of no architectural heritage significance. The lands to the north of Santry Lodge (behind the three cottages) and south of the Lodge are characterised by patchy uneven ground, covered by a mix of rough grasses, scrub and trees. The landscape of this area is of moderate value and would be considered locally quite important, however it has changed significantly and been degraded over recent years but would still have some capacity to accommodate further change.

Visual receptors include: Occupants/visitors to Santry Lodge; The residents of the bungalows on Charter School Hill; The occupants of St Anne's; Delivery lorry drivers to and from the distribution centre and Tesco/Keeling staff; Recreational users of Santry Park.

Visual Sensitivity: *Low*. Views into this area are very limited by the scrub and tree vegetation around it. Within the area the density of vegetation does not allow many views, apart from rather close-range glimpses, the most notable being of the avenue up to Santry Lodge, past the gates and derelict gatehouse, which is of passing interest. Users of the public footpath from the Old Ballymun Road into and through the western end of Santry demesne will also be quite sensitive to proposed changes adjacent to the entrance.

27.4.2.14 LLCA 13; Northwood Avenue/R108 junction (Northwood station)

Description of Landscape and Visual Environment:

The area is dominated by the dual carriageway that is the R108 Ballymun Road. The nature of the land to the west side of the road is a broad open expanse of rough grass and beyond that the Musgrave industrial area, the Dublin City Council's North City Operations Depot (under construction) and the Ikea store. This contrasts with the area to the east of the R108 Ballymun Road which includes a number of developments lining the road south of Northwood Avenue, including a petrol filling station accessed directly from the R108 and residential development accessed from the Old Ballymun Road behind. Beyond this lies the Gullivers Retail Park and the residential and commercial areas of Northwood. Along the east side of the R108, north of the Northwood Avenue junction a narrow screen of trees restricts visibility eastwards where a narrow patch of now derelict land separates the R108 from the Old Ballymun Road. This area is generally a rather low-grade landscape with poor quality public realm, a level of apparent dereliction and low-level maintenance. The site for the proposed underground station is at the junction of the R108 and Northwood Avenue.



Diagram 27.30: The R108 Ballymun Road, Looking North-Westwards



Diagram 27.31: The R108 Ballymun Road, Looking North-East Towards the Northwood Avenue Junction and Gulliver's Retail Park Beyond

Protections/Designations:

Development Plan Zoning Objectives: This area is zoned (within the Fingal Development Plan 2017 – 2023) as 'ME – Metro Economic Corridor'. Approximately 250m north of the R108/Northwood Avenue junction (at the proposed Northwood station which spans under the R108), there is a local Objective (93) to 'Facilitate provision of an underpass to include provision for a car, bus, cycle, and pedestrian link to link lands east and west of R108 to enhance connectivity'.

Landscape receptors include: The service area to the rear of Gulliver's Retail Park; The rough ground and scrub vegetation between the Old Ballymun Road and the R108; The group of residential properties (and petrol filling station) south-east of the R108 and Northwood Avenue junction; The broad expanse of open rough ground (rank grassland and scrub vegetation) west of the R108 Ballymun Road and south of St Margaret's Road; The road landscape of the R108 dual carriageway at and around the Northwood Avenue junction.

Sensitivity of Landscape: Low. This is a low value landscape, predominantly featuring the main Ballymun Road (and the high levels of vehicular traffic on it) with poor-quality vegetation to either side. Only the band of trees along the Old Ballymun Road in the distant north-east provide any positive relief.

Visual receptors include: Delivery lorry drivers to and from the Tesco/Keelings distribution centre and Gulliver's Retail Park; Users of the R108 and Northwood Avenue; Residents of the properties south-east of the junction.

Visual Sensitivity: Negligible-Low. Most visual receptors within this area are travelling along Ballymun Road and have little interest in the landscape around them or views of it. There is not much of interest or quality to see. The properties south-east of the junction are also physically separated from the junction by the petrol station and a coffee shop, somewhat distancing residents from the site.

27.4.2.15 LLCA 14; Ballymun town centre (Ballymun station)

Description of Landscape and Visual Environment:

This area is primarily a broad space fringed by fairly recent buildings occupying what is planned to be Ballymun town centre, through which the Ballymun Road (R108), carries significant traffic southwards into the city and northwards towards the Airport. To the east of the road is Ballymun Plaza, a triangular space flanked to the north by the four-story Travelodge Dublin Airport South Hotel, to the south by civic buildings and a healthcare facility and to the west by the busy Ballymun Road. To the west of the Ballymun Road, a surface car park and large grass open space, have been recently constructed following the demolition of the Ballymun Shopping Centre. North of this surface car park and open space there are recently constructed developments which are in the order of six stories in height with taller, ten storey elements. At the southern end of the space to the west of the Ballymun Road is existing development of five to six stories, all with commercial elements at ground floor level. The central reservation of the Ballymun Road is a pedestrian refuge from vehicular traffic for pedestrians trying to cross the road. It is marked by a number of street trees which have struggled in terms of their establishment and early growth. Despite this, the road at this location forms an impediment to social cohesion and interaction at the centre of this planned town centre. The area around the Ballymun Plaza is characterised by low-rise and predominantly social housing. The former boiler house chimney rises to the north-east behind Travelodge Dublin Airport South Hotel, marking the location of the Rediscovery Centre. The chimney however, is not visually dominating.



Diagram 27.32: Ballymun Station Site, Looking South-West from the R108 Ballymun Road



Diagram 27.33: Ballymun Station Site, Looking North-West from the R108 Ballymun Road

Protections/Designations:

LLCA14 Ballymun – LLCA23 Charlemont (inc.) lie within the Dublin City Development area and as such are subject to the requirements of Dublin City Development Plan 2016-2022.

[Note: The zoning objectives of the Draft Dublin City Development Plan 2022-2028 match those in the current adopted Dublin City Development Plan 2016-2022 and the proposed Project complies with the overarching policies of the Draft Dublin City Development Plan. The zoning objectives through which the proposed project passes continue to apply in the Draft DCDP, although there are some changes to descriptions. The Draft Plan identifies a number of Strategic Development Regeneration Areas. These include Ballymun and the North East Inner City, which interact with the proposed Project. In both locations the proposed Project forms a key element to support regeneration.]

Development Plan Zoning Objectives: This LLCA area is primarily zoned (within the Dublin City Development Plan 2016-2022) as Z4: 'To provide for and improve mixed-services facilities', within an area generally zoned Z1: 'To protect, provide and improve residential amenities' and Z15: To protect and

provide for institutional and community uses'. The core area of the site is both a Key District Centre (K.D.C. 3) and a Strategic Development and Regeneration Area (S.D.R.A 2).

Landscape receptors include: The R108 Ballymun Road landscape comprising 3-4 lanes out and 3 lanes into the city, with a tree planted central refuge for pedestrians crossing); Ballymun Plaza, a triangular public space with paving, grass and sparse tree planting; The built environment framing these existing spaces (both existing and planned).

Sensitivity of Landscape: *Medium*. This is an urban area which has seen marked change over the last 20-30 years as new developments spring up in place of older degraded buildings and derelict sites, as the development of Ballymun town centre slowly takes shape. Main landscape sensitivities to the proposed Project may relate to the potential for disruption during construction and the possibly conflicting desire of the local planning authority and the local population for positive change. Such aspirations include the incorporation of new buildings which house needed social facilities and retail outlets. The area has a high capacity to accommodate change.

Visual receptors include: The people of Ballymun who live and work in this area and who everyday see a planned and promised town centre only partially realised; Users of the R108 Ballymun Road (primarily commuters) who generally pass through this town centre.

Visual Sensitivity: *Medium*. The quality of existing views is generally perceived as low, however as better planned, designed and built developments emerge, this perception is gradually changing. There are also growing sensitivities around the quality of the local visual environment and visual amenity within the area.

27.4.2.16 LLCA 15; Our Lady of Victories Church (Collins Avenue Station)

Description of Landscape and Visual Environment:

This area is dominated by three main landscape elements: the church building set back from the road with its intervening grounds creating an important setting for the building; the Ballymun Road itself, which is a major arterial route with a central reservation; and the backdrop of largely two-storey residential development around it. On the north and east boundaries of the church grounds, a cranked line of mature trees provides a green backdrop and separation between the church grounds and the residential properties beyond. It also distances the site from the road intersection of Ballymun Road and Collins Avenue. The church grounds largely set the tone of the local area. This is an open space of grass lawns with decorative hedge elements and flowering and fruiting trees. The lawns are sub-divided by tarmac access footways and a central vehicular access to the church. The grave and memorial stone of the first parish priest of the church is located in the front garden space, south-west of the church. Several memorial trees with associated plaques are also located within the grass areas. The church grounds are delineated by a low brick wall separating them from the public realm, which is largely represented by footpaths adjoining the roadways. The church itself is of yellow concrete brick with a blue-green patinated copper roof and spire. It is of a relatively low-rise nature, set back some 40m from the Ballymun Road. The building is set on a plinth (approximately one metre above the adjacent grounds), fringed with a flight of steps around the building periphery. For this suburban area, the church and the open space around it represents a defined but somewhat sacrosanct social space serving the local community.

Protections/designations:

Development Plan Zoning Objectives: The grounds of Our Lady of Victories church are zoned Z15: 'To protect and provide for institutional and community uses', as is the school across the Ballymun Road. The adjacent zonings are primarily Z1: 'To protect, provide and improve residential amenities', and a strip of land south of the church, alongside the road which is zoned Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'.



Diagram 27.34: Our Lady of Victories Church Beyond the R108 Ballymun Road Looking South-East



Diagram 27.35: Our Lady of Victories Church Beyond the R108 Ballymun Road Looking North-East

Landscape receptors include: The landscape of Ballymun Road including three lanes of traffic each way, a narrow central grass reservation and a fragmented line of mature trees either side; The line of semi-detached residential properties and school flanking the west side of the road; The church building set back within its grounds and its garden to the front; The line of mature trees bounding the north and east edges of the church grounds.

Sensitivity of Landscape: *Medium*. One would expect landscape sensitivities to stem primarily from the potential for a changed relationship between the church buildings and the main road and footpath, including the potential for disruption to the effective functioning of the church. The existing grounds function as a setting for the church but also as a much-used public open space and garden which could also suffer from the potential removal of existing trees and shrubs.

Visual receptors include: People travelling on the Ballymun Road waiting for buses etc; Residents looking out onto the road and the church; Parishioners and the local community attending mass and other events.

Visual Sensitivity: Medium. The church is an important local landmark, orientating and positioning people as they pass along the Ballymun Road, albeit primarily in vehicles and at speeds which afford only brief views of the church building, beyond and through its foreground front garden. Pedestrians and people waiting for buses are more sensitive to changes, particularly as the garden space to the front of the church is also used for passive recreational use. The front garden of the church offers a soft foreground setting for the church, particularly for residents across the road. It creates distance and a little privacy for the church from the road and is a social space into which mass and church events can spill out, beyond the building's paved apron. Parishioners and the affected public alike will share some sensitivity to any proposed changes in these respects.



Diagram 27.36: Our Lady of Victories Church Grounds to the Front with the R108 Ballymun Road Beyond

27.4.2.17 LLCA 16: Albert College Park (Intervention shaft)

Description of Landscape and Visual Environment:

This area is dominated by the broad and busy Ballymun Road (three lanes, plus cycle lane in each direction with a tree-planted central reserve), as it falls southwards towards the city centre. The western edge of the road is largely lined by low-rise residential properties, punctuated by vehicular access to the Glasnevin Tennis Club, the Circle K petrol station and adjacent residential areas further west. The Ballymun Road is visually separated from Albert College Park to its east by a band of mature trees. These trees follow the park boundary around into Hampstead Avenue and broaden to form a wooded southern edge to the park. There is a strong contrast between the heavily trafficked road and the relative quietness and solitude of the park. Whilst traffic noise permeates into the park, its perceived peaceful interior is largely created by the presence of the mature park boundary trees.



Diagram 27.37: Albert College Park Beyond the R108 Ballymun Road Looking South-East



Diagram 27.38: Looking North-Eastwards to Albert College Park Beyond the R108/Hampstead Avenue Junction

Protections/Designations:

Development Plan Zoning Objectives: Albert College Park (Hampstead Park) is zoned Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'. The residential properties in Hampstead Avenue, across from the park are zoned Z2: 'To protect and/or improve the amenities of residential conservation areas'.

A house located on the southern corner of junction of Ballymun Road and Hampstead Avenue (114 Ballymun Road) is a Protected structure, reference 478. This is located outside the works area, south of Hampstead Avenue which is south of the proposed Intervention shaft.



Diagram 27.39: Existing View from within Albert College Park Looking Southwards (the Proposed Intervention Shaft Site)

Landscape receptors include: The landscape of Ballymun Road; The open expanse of grass pitches within the park; The band of mature trees along the west and south boundaries of the park.

Sensitivity of Landscape: *Medium*. This is a locally important recreational landscape frequented by many, mainly local people. It is a green space on the south-western boundary of Dublin City University. Sensitivities would primarily relate to the continued viability and/or potential loss of playing pitches and any potential loss of use or restricted access to the broader park, even on a temporary basis. Also of concern would be any changes in the relationship between the interior of the park and the roads to its west and south, including the loss of mature trees at these interfaces which could significantly alter the quiet, enclosed atmosphere created within the park.

Visual receptors include: People travelling on Ballymun Road; Occupants of the residential properties across from the park, i.e. on Hampstead Avenue and along the western edge of Ballymun Road; Recreational users of the park and its facilities.

Visual Sensitivity: *Medium-High*. The mature trees along the eastern edge of the Ballymun Road and the northern edge of Hampstead Avenue currently provide a pleasant, mature green prospect along both roads. Residents across the roads and road users alike will be sensitive to the potential loss of trees. The potential for increased intervisibility between the main road and the interior of the park may also be of some concern for local residents.

27.4.2.18 LLCA 17; St Mobhi Road (R108) and Whitehall College of Further Education (Griffith Park Station)

Description of Landscape and Visual Environment:

The site for the Griffith Park Station is the Home Farm Football Club pitch that lies between Whitehall College of Further Education and St Mobhi Road. The pitch sits at an elevated level, perched above the eastern edge of St Mobhi Road, behind a concrete retaining wall with railings atop. The retaining wall increases in height as the road level falls relative to the pitch level, as one moves southwards. This culminates in a broad and shallow embankment at the College entrance to the south. This entrance is formally expressed with gates and narrow stone pillars near the road, at the start of a tree-lined entrance avenue. Below the College entrance there is a gated entrance to the walkway of the River Tolka leading on down to the Griffith Park playground. The Tolka flows in a rather narrow and quite deep channel, flanked by trees on one side and the backs of residential properties on the other. The Dean Swift bridge carries St Mobhi Road over the Tolka. The road itself is three carriageways wide (including a southbound bus lane) with mature trees just beyond the kerb lines and footpaths/cycle paths beyond these. To the

west of the road and north of the bridge, the road is lined with two storey semi-detached properties with front gardens, which face across the road through the street trees to the retaining wall and railings. The football pitch beyond is only vaguely perceptible from the road, largely due to the conifer planting within the College grounds just behind the retaining wall.



Diagram 27.40: Existing View Southwards Along St Mobhi Road with the Home Farm FC Football Pitch on Left of View



Diagram 27.41: Existing View Northwards Along St Mobhi Road with the Entrance to Whitehall College on Right of View

Protections/Designations:

Development Plan Zoning Objectives: the site to be occupied by the proposed Project is zoned Z15: 'To protect and provide for institutional and community uses'. It is immediately flanked to the south and west by a narrow zone Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'. To the south this is represented by the narrow access route along the river from St Mobhi Road into Griffith Park. To the west this represents a very narrow grass verge along the road with street trees and a band of mature trees at the boundary of the College. Along the western edge of St Mobhi Road there is a parallel narrow grass verge with roadside trees (also zoned Z9). Both tree-lined verges create a verdant and pleasant roadway of relatively intimate scale. The mature trees either side

of St Mobhi Road are located within the narrow green strip as indicated within the Dublin City Development Plan and as such are afforded a level of protection.

Whitehall College (Coláiste Caomhain: 19thC college buildings, though it is noted that the college buildings date from the 20thC): Protected structure, reference 7746.

The valley of the River Tolka is hatched in red on Dublin City Development Plan 2016-2022 map B denoting a Conservation Area (that is not an Architectural Conservation Area). This type of Conservation Area is non-statutory and is governed by policies in the development plan. However, the conservation of such designated areas is a key objective of Dublin City Council and is intended to retain and enhance local context and distinctiveness in respect of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest. Development outside Conservation Areas can also have an impact on their setting and where development affects the setting of a Conservation Area, an assessment of its impact on the character and appearance of the area is required.

Landscape receptors include: The landscape of St Mobhi Road (a relatively narrow road of one carriageway in each direction plus an inbound bus lane, lined by an avenue of mature trees in narrow grass verge, separating the road from narrow footpaths to each side); The line of semi-detached residences (with front gardens) along the western side of the road; The retaining wall (with railings on top) and mature coniferous trees behind, which physically and visually separate the roadscape from the soccer pitch above; The open grass soccer pitch, fringed by mature trees; The grounds of Whitehall College, CLG Na Fianna, Scoil Mobhi and Scoil Chaitriona beyond to the north and east; The entrance and entrance road to Whitehall College with protected gates and pillars; The gated pedestrian entrance into Griffith Park, leading down to the tree-lined footpath along the river.

Sensitivity of Landscape: *Medium*. Whilst the loss of use of the soccer pitch will create some disruption within the local community, primary sensitivities in this area regarding landscape impact would be expected to relate to the potential loss of trees and particularly the established avenue of mature trees along the road edges. This is a locally valued avenue of trees. In addition, there will also be some sensitivity regarding the existing good quality mature trees (including beech, copper beech and pines) within the College grounds which contribute significantly to the existing setting of the College buildings. The potential for disruption to College operations, particularly in respect of the main College entrance would also present some sensitivity, given the Protected status of the College buildings and entrance gateway. The local landscape is distinctive and has a rather intimate character – it has limited capacity to accommodate change. The Bus Connects proposals which are currently under consideration for this area have provoked a strong local adverse reaction to the associated potential threat to the existing avenue of mature trees along the road. The same potential effects created by the proposed Project would be expected to provoke similar sensitivities. These are, however, largely local sensitivities.

Visual receptors include: Home Farm club and recreational users of the soccer pitch and surrounds; People travelling along St Mobhi Road; Residents of St Mobhi Road, facing east across the road towards the soccer pitch; Students and staff of the College and adjacent schools; Recreational users accessing Griffith Park.

Visual Sensitivity to the proposed Project: *Medium-High*. The primary sensitivities in this area regarding visual impacts will be those of the residential properties along the west side of St Mobhi Road which directly face onto the proposed station site and users of St Mobhi Road who will also be sensitive to any proposed change in the significant visual qualities of this local road landscape. Despite the passing nature of this experience for road users, this section of road is a pleasant and intimate green space, albeit quite a dark and shady space when the trees are in full leaf. The recreational users of the adjacent Na Fianna pitches and attendees at Whitehall College and the adjacent schools will also be sensitive to the proposed changes.

27.4.2.19 LLCA 18; R108 and Railway at Royal Canal and Whitworth Road (Glasnevin Station and Interchange)

Description of Landscape and Visual Environment:

This area is a relatively complex mix of transportation alignments and commercial properties with some residential developments on the fringes. The proposed site for Glasnevin Station and Interchange is located in the north-west quadrant of the intersection between the R108 Prospect Road (running north-south) and the Royal Canal and two parallel railway lines from Connolly Station (running east-west). Prospect Road crosses over the canal at Cross Guns Bridge and continues over the railway lines northwards towards Hart's Corner. Between the railway lines, the Whitworth Road joins with the R108 at a very busy signalled junction. Peppered around these alignments are a broad range of pubs, food outlets, offices, estate agents and a furnishings store. These are interspersed with a number of protected structures (refer to Protections/Designations, below). Collectively, they all represent a small outlier of Phibsborough village. A section of the Royal Canal and towpath west of the Cross Guns Bridge, adjacent to the protected six-storey mill building along its southern edge (now converted to apartments), also lies within this LLCA and overlooks the furniture showroom to its north. The three storey apartments at Dalcassian Downs look out southwards across the apartments garden and car park towards the Brian Boru pub, however it is largely screened by the mature trees, including evergreens, within the garden. No other residential properties in the area are likely to be directly impacted by the proposed Project.



Diagram 27.42: The Proposed Site for the Proposed Glasnevin Station, Looking South-West from near Hart's Corner



Diagram 27.43: Looking North-West from Eglinton Terrace Towards Cross Guns Bridge and the Proposed Glasnevin Station Site Beyond



Diagram 27.44: Existing View of the Royal Canal from Lock 6 Looking Eastwards. The Site for Glasnevin Station is Centered on the Large Retail Furnishing Store Building, Just Left of Centre.

Protections/Designations:

Development Plan Zoning Objectives: The core of the site for the proposed Project is zoned Z3: 'To provide for and improve neighbourhood facilities'. Immediately south of this, the canal and associated towpath are respectively zoned Z11: 'To protect and improve canal, coastal and river amenities' and Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'. The lands either side of the canal and the railway, west of canal locks 5 and 6 are also zoned Z9.

There are three protected structures in the vicinity of the site:

- To the north the roadside boundary of the open space at Dalcassian Downs is marked by a heavy cast-iron railing with a set of cast-iron gates and gate piers. These gates and railings are included in the Record of Protected structures, reference 8698.

- To the south of the canal and adjacent to the canal quay is a six-storey former mill building, now in use as apartments; this is a Protected structure, reference 6732.
- To the west of the Glasnevin Station site and to the north of the railway lines is a house known as Prospect Lodge; this is a Protected structure, reference 2097.

The Royal Canal and the adjacent railway lines, with the adjoining land, are hatched in red on map E of the Dublin City Development Plan 2016-2022, denoting a Conservation Area. This area includes the carpet warehouse and the adjacent terrace of offices, which lie between the two railway lines. Whilst the canal is not a protected structure, it is of heritage significance. This includes the various component elements in the vicinity of the proposed Glasnevin Station, including: the canal; the fifth and sixth locks with their lock gates; the walls enclosing the waterway; the boundary walls; and a derelict lock-keeper's cottage alongside the sixth lock. All of these features, from the sixth lock to Cross Guns Bridge, lie within the study area.

Landscape receptors include: The Royal Canal and its associated linear landscape (west of Cross Guns Bridge at Prospect Road); Prospect Road and the 'village' south of Hart's Corner; The private apartments and garden/car park at Dalcassian Downs, backing onto the station site; The apartment building and its environs at Cross Guns Quay; The railway landscape (lines, cuttings and embankments) west of the station site, up to Glasnevin Cemetery.

Sensitivity of Landscape: *Medium*. The landscape of the Royal Canal to the west of the proposed station site, whilst not protected, is widely acknowledged for its distinctive character, quality, and value. It has a low capacity for change and any potential impact on it as a landscape resource would be expected to raise sensitivities and concern. The section of canal between Locks 5 and 6 is of particular local significance and a much-used recreational resource, being enclosed between former canal related buildings and wall to the south and a substantial hedge to the north. Potential change to the local built environment in the vicinity of the proposed station building, would however be perhaps less sensitive, since the built environment making way for the proposed station is generally of relatively poor quality, with the possible exception of the Brian Boru pub and the mature garden just to the north of it (at Dalcassian Downs), which is separated from the main road by the historic iron railings along its boundary. Changes to the existing 'village atmosphere' of the area may be of some concern, however the dominance of the road and the very heavy traffic upon it, already do much to degrade this atmosphere. The local urban environment, whilst quite bustling and not without charm, is however a rather discordant mix of scales, styles and finishes, not to mention the further fracturing effect of the various transport intersections, bridges and the like. The area has capacity for change and improvement.

Visual receptors include: Recreational users and local people using the canal towpaths (including 'Royal Canal Way'); Travellers using Prospect Road and the customers and staff of the various retail outlets in the village along the road; Occupiers of the apartments facing south from Dalcassian Downs and facing north from Cross Guns Quay.

Visual Sensitivity: *Medium*. Most views in this area are of the heavily trafficked road and the buildings along it, as experienced by people travelling on the road and those visiting the area to avail of the local facilities, pubs, cafes and restaurants. Views looking westwards from the lower sections of the canal are largely masked by the existing rail and canal bridges. Views looking eastwards from the canal and from viewpoints west of the Cross Guns Bridge are by contrast, from relatively elevated locations. These views would be experienced by recreational users and local people with a moderate interest in their surroundings. Views from the three-storey units at Dalcassian Downs will look towards the new proposed station building as opposed to the side of the Brian Boru pub, with an amended garden and car park area in the foreground. Existing views from the six-storey apartments in the former mill building along the southern edge of the Royal Canal (Cross Guns Quay) are of mixed quality, taking in the canal itself and the existing buildings beyond it.

27.4.2.20 LLCA 19; Mater Hospital at Berkeley Road/Eccles Street (Mater Station)

Description of Landscape and Visual Environment:

This LLCA centres on the Four Masters Park, a small green triangular shaped garden formed by the crook of the junction between Eccles Street and Berkeley Road and the grounds of St Joseph's Church. A gated pedestrian alignment through the Church grounds, linking the two streets, forms the southern edge. The entirety of the garden is protected from general public access by fine historic decorative railings and gates. The garden contains a stone cross and sculpture as well as planted flower beds and fairly mature individual specimen trees around its outer edges – these trees are aligned to the two adjacent streets. The trees within and alongside the church grounds, including a number of fine mature specimens, are more densely clustered and partially screen the church from the open space, though its bell tower remains visible generally from most points in the space. Fronting directly onto Berkeley Road and facing the garden, is a line of two storey residential properties mixed with shops at ground level, with corner shops a notable feature. This line is broken only by perpendicular streets off the western edge of the road, which feature single storey red brick cottages. In contrast, across the garden along the northern edge of Eccles Street, the relatively imposing classical frontage of the Mater Misericordiae University Hospital addresses the garden space and is afforded a high level of visibility by its open aspect. Eccles Street is a high-quality Georgian set-piece with protected buildings lining the street together with remaining elements of historically important street furniture, including the granite kerbing, coalhole covers and the street lighting columns (Scottish Standard) which date from the early twentieth Century. Looking down Eccles Street along the Mater frontage, the spire of St George's Church in Temple Street sits on the axis and terminates the view beautifully. Whilst the railed garden is not a public garden, it offers a central visual focus to this important open space in the north city. It is also, of course, an integral and historical aspect of the development of the hospital in this area.



Diagram 27.45: Proposed Site for the Mater Station with the Mater Hospital on the Left, Looking from Berkeley Road



Diagram 27.46: Existing View Northwards from Berkeley Road with the Four Masters Park in the Centre and St Joseph's Church to the Right



Diagram 27.47: Existing View from Eccles Street with the Railings to the Park and the Mater Hospital Building on the Right

Protections/Designations:

Development Plan Zoning Objectives: The garden to the front of the Mater Hospital is zoned Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'. It should however be noted the garden is not generally accessible or open to the public. The Mater Hospital to the north is zoned Z15: 'To protect and provide for institutional and community uses'. To the west and south of the triangular garden the residential properties are zoned Z2: 'To protect and/or improve the amenities of residential conservation areas'. The row of Georgian fronted buildings south-east of the triangular garden is part of the Georgian conservation area, zoned Z8: 'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective'.

The Mater Hospital is a protected structure, included under reference 2437 in the record of protected structures in the Dublin City Development Plan 2016-2022.

The railings, gates and plinth walls enclosing the park at the corner of Eccles Street and Berkeley Road, are protected structures, under reference 737 in the record of protected structures for Dublin city, along with the cross commemorating the Four Masters. The Healing Hands sculpture is not a protected structure. It was commissioned to celebrate the millennium and erected in 2000. The layout of garden within the railings, largely dates to the early 1960s with later planting additions.



Diagram 27.48: The Four Masters Cross

St Joseph's Church, Berkeley Road is a protected structure, included in the record of protected structures under reference 736. The church is included in the NIAH under reference 50070414.

The row of properties on the southern side of Eccles Street lies close to the park, number 39 being 10m from the park. These are protected structures and number 39 is included in the record of protected structures under reference 2438.

On the northern side of Eccles Street to the east of the main hospital building is a terrace of houses, now part of the Mater Hospital. The western end of this terrace is about 40m from the park. These are protected structures, the nearest to the proposed Mater station, number 38, being included under reference 2436 in the record of protected structures.

The area around Berkeley Road and the north-western end of Eccles Street is hatched in red on Dublin City Development Plan 2016-2022 map E, denoting a Conservation Area (that is not an Architectural Conservation Area). This area embraces St Joseph's Church, the Mater Hospital frontage, and the green triangle garden to the front of it. This Conservation Area is contiguous with a separate Architectural Conservation Area (ACA) based around Phibsborough village to the north-west.

Landscape receptors include: The Four Masters Park enclosed by railings, opposite the Mater Hospital; The Eccles Street landscape featuring the classical frontage of the Mater Hospital (opposite the Park) and Georgian properties further east; The Berkeley Road landscape with its two-storey (largely red brick) mixed residential and retail frontage (opposite the Park) and the residential streets behind; St Joseph's Church and grounds (including grotto/shrine).

Sensitivity of Landscape: High. This space, containing many significant hard and soft landscape elements, including mature trees and contained by high quality and historically important buildings is valued highly by people across the city. There is generally a high level of sensitivity around the existing park/garden green, enclosed within the historic railings in this triangular space and indeed, the adjacent green space and grotto within the church grounds to the south. This is so for virtually all local residents and road users and a high proportion of hospital visitors. The park is an integral part of the setting for the original building of the Mater Hospital opposite and has historical importance in the development of

the hospital. Whilst the park is not generally accessible to the public, it is an important landscape ingredient of this area, playing a major role in creating the green and tranquil atmosphere that pervades the space, despite the roads and traffic that surround it.

Visual receptors include: People travelling along Berkeley Road and Eccles Street; Residents and owners/patrons of businesses along Berkeley Road, facing onto the Park; Occupiers of properties along Eccles Street, including the Mater Hospital, particularly those in the original classical-fronted building overlooking the Park; Parishioners and the local community using St Joseph's Church.

Visual Sensitivity: High. There is a high level of visual amenity attached to this public place and the railed park/garden within it and as such there is likely to be a high level of sensitivity to any proposed changes to it. This applies to residents and visitors alike. It is a small green oasis and landmark within the north inner city. Churchgoers and visitors to the grotto and garden within the church grounds will also be sensitive to the proposed changes.

27.4.2.21 LLCA 20; O'Connell Street Upper (O'Connell Street Station)

Context for the development of the station

O'Connell Street Station is proposed to be located on the western side of O'Connell Street Upper, close to the northern end of the street. There is an existing current planning permission for part of a major development, known as the Dublin Central Project (DCP), which is proposed on a substantial site that takes in land on the western side of O'Connell Street Upper. The part of the DCP site which includes all of the land affected by the station proposal is contained within DCP Site 2, the design for which includes MetroLink enabling works. It is intended that the station be constructed in conjunction with the development of this Dublin Central Site 2 and be located at the lower (tunnel) level. The design for the DCP Site 2 scheme is currently being finalised and the developer (Hammerson) intends to lodge a planning application for the development in the near future.

As part of the proposed DCP Site 2 construction, a structural box beneath the ground floor level has been designed to accommodate the independent construction and operation of the planned O'Connell Street MetroLink Station by Transport Infrastructure Ireland, including provision of the structural envelope and co-ordinated voids to accommodate station entrances, ventilation, and fire escape shafts through this part of the Dublin Central proposed development. These ensure that the Dublin Central proposed development is structurally independent of, and not prejudicial to, the MetroLink project. The provision of the MetroLink O'Connell Street Station and its associated tunnel works would be completed by the NTA/TII once ready to do so and subject to the required consents being in place. It is envisaged that the MetroLink Enabling Works would be completed in advance of the NTA/TII tunnel boring machines reaching the area.

In the event of the Dublin Central Project not being able to commence construction, for whatever reason, a default option for construction of the station as a stand-alone element, has been developed and would in such circumstances form part of the proposed Project works. This default option would be capable of accommodating (but in advance of) a future oversight development, and ensure that the O'Connell Street station is structurally independent of, and not prejudicial to, the future development of the Dublin Central Project or any such other development.

Description of Landscape and Visual Environment:

Once referred to as Ireland's Main Street, O'Connell Street has been and remains (despite more recent and ongoing commercial decline), the heart of the city. It's historic role in the development of the Irish State means that in turn, it holds an important place in the heart of the nation. It is one of Dublin's Wide Streets (46m) and the scale of the buildings lining it, relative to its width, together with its broad central 'mall' with its many various features and elements (including the maturing trees, sculptural pieces, monuments and statuary), have been central in creating this premier civic and ceremonial space within the city. This was confirmed by way of the completion in 2006 of a major remodelling scheme for the public realm of the street - a major plank of the City Council's Integrated Area Plan which also included

the restoration of many monuments and statues along the street and the construction of the Spire of Dublin. The street is a transportation hub with many bus routes passing through together with the red and green Luas lines.

The proposed site for the O'Connell Street station is located behind the frontages along the larger part of the western side of O'Connell Street Upper (i.e. north of Henry Street and the Spire) and reaching back towards Moore Lane to the west. This part of O'Connell Street is lined along its western edge by an array of 4-5 storey building facades in varied materials (stone, concrete, brick and glass), presenting a continuous, formal, pale-toned street frontage which is generally occupied at the ground floor street level by a range of reasonably well-presented retail shops, recreational/amusement outlets, and café/restaurants. In contrast, Moore Lane is a very much smaller-scaled and informal lane, accessing the rear of the properties which front on to both O'Connell Street Upper and Moore Street. As such it features an array of walls, shutters, gateways and security fencing in a varied mix of materials, finishes and colouring. Much of the site space between the two streets is occupied by under-utilised rear sections of buildings or open yard and semi-derelict spaces.



Diagram 27.49: O'Connell Street Upper, looking from the northern end southwards.



Diagram 27.50: Moore Street with Henry Place on the right. The National Monument (14-17 Moore Street) is in the left of view (i.e. the properties with the red shutters). Moore Lane lies behind this block and the O'Connell Street station site lies behind that.



Diagram 27.51: O'Connell Street Upper, west façade (southern section).



Diagram 27.52: O'Connell Street Upper, west façade (mid-section).



Diagram 27.53: O'Connell Street Upper, west façade (northern section).

Protections/Designations:

Development Plan Zoning Objectives: The site for the proposed Project is wholly contained within lands zoned Z5: 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.

The following buildings in this area are Protected structures:

- 16-17 O'Connell Street Upper, Savoy Cinema (RPS ref. 6018);
- 20-22 O'Connell Street Upper (RPS ref. 6019);
- Cast-iron vents, O'Connell Street Upper (RPS ref. 6020);
- 37-38 O'Connell Street Upper (RPS ref. 6021);
- 42 O'Connell Street Upper (RPS ref. 6022);
- 43 O'Connell Street Upper (RPS ref. 6023);
- 44 O'Connell Street Upper (RPS ref. 6024);
- 52-54 O'Connell Street Upper, Carlton Cinema (RPS ref. 6025);
- 57 O'Connell Street Upper (RPS ref. 6026);
- 58 O'Connell Street Upper (RPS ref. 6027);
- 60 O'Connell Street Upper (RPS ref. 6028);

- 61 O'Connell Street Upper (RPS ref. 6029);
- 62 O'Connell Street Upper (RPS ref. 6030);
- 63-64 O'Connell Street Upper (RPS ref. 6031);
- 65-66 O'Connell Street Upper (RPS ref. 6032);
- 67 O'Connell Street Upper (RPS ref. 6033);
- 68 O'Connell Street Upper (RPS ref. 6034);
- 70 Parnell Street (RPS ref. 6423);
- 72-74 Parnell Street (RPS ref. 6424);
- 14 Moore Street (RPS ref. 5282);
- 15 Moore Street (RPS ref. 5283);
- 16 Moore Street (RPS ref. 5284); and
- 17 Moore Street (RPS ref. 5285).

Numbers 14 to 17 Moore Street are also National Monuments and are included in the Record of Monuments and Places under reference DU018-390.

The extent of the building or other structure that is protected varies. Of relevance in this instance is that the case of every building above the proposed O'Connell Street station box, i.e. numbers 43 to 54 O'Connell Street Upper, the protection set down in the Record of Protected Structures is limited to the upper floor façade.

The site for O'Connell Street station lies within the O'Connell Street ACA, which is also covered by the O'Connell Street Special Planning Control Scheme. The ACA boundary includes the whole of O'Connell Street, Upper and Lower, and at the rear of the O'Connell Street Station site the ACA boundary runs along Moore Lane. Henry Place lies within the ACA.

O'Connell Street and a narrow area at the frontage of each property facing the street is also within a conservation area that is defined by red hatching on map E of the Dublin City Development Plan 2016-2022. This type of Conservation Area is non-statutory and is governed by policies in the development plan.

Landscape receptors include: The urban landscape of O'Connell Street, as a nationally important, formal and carefully structured urban space; The varied but harmonious nature of the buildings on each side of the street and in particular their facades onto the street and their role in framing this important public place; The commercially vibrant and historically important Moore Street area (including the National Monument at 14-17 Moore Street), west of the proposed station site.

Sensitivity of Landscape: High. The substantial investment made by Dublin City Council in the early 2000's, through the Integrated Plan for this area, including the more recent Luas insertions, means that this part of the city now has a low capacity to accommodate change, particularly in terms of its upgraded public realm. However, this does not necessarily apply to many of the buildings which provide the edge and backdrop to this part of the street, some of which are in poor condition and many of which are considered to have inappropriate uses (and their attendant problems), in what is considered to be Dublin's premier street. Where change to the existing buildings and their facades is proposed, this understandably requires much sensitive consideration and detailed consultation. The prospect of change in respect of Moore Lane is likely to be more readily accepted, however the nearby presence of the National Monument at 14-17 Moore Street does create some potential for sensitivity around it and its setting.

Visual receptors include: People passing through, accessing public transport or simply sight-seeing, including the many tourists visiting Dublin; The staff and patrons of the many retail/commercial businesses, including hotels and offices along the street; Residents living in O'Connell Street and the streets behind it; Traders and their patrons in the Moore Street area; Visitors to the National Monument.

Visual Sensitivity: High. The scale of O'Connell Street permits expansive views, capturing the civic qualities and atmosphere of this place of national importance. Many of the buildings enclosing the space are of architectural interest and/or value and of high visual amenity in their own right. Whilst many of the

visual receptors may be going about their everyday business within these streets, this is a part of the city to which people come specifically to experience the place, its history and to take in the views it yields - this includes many visiting tourists. Here there is low capacity to change. In stark contrast, the Moore Street area has an earthy rawness about it. It is informal, fragmented and small scale, but it also exudes commerciality and bluster – all the things O'Connell Street is not. This area has clear capacity for material change, except perhaps, in respect of its historically important protected structures at 14-17 Moore Street.

27.4.2.22 LLCA 21; Tara Street/Townsend Street/Poolbeg Street (Tara Station)

Description of Landscape and Visual Environment:

Tara Station will be located within the triangle created by Tara Street, Townsend Street and the curved DART line linking Connolly and Pearse Stations which is elevated on a brick arch structure at this point. The triangle is truncated by Poolbeg Street at its northern end, adjacent to the Ronan Group's high-rise development immediately adjacent to the Tara Street DART station, which is currently under construction. The site area is a mix of offices and residential development of generally six to seven storeys with gap sites used as car parks. Whereas Tara Street is a major vehicular alignment through the city leading up to Butt Bridge crossing the River Liffey, the other streets are relatively small with Poolbeg Street and Luke Street being little more than narrow lanes, which are essentially 'back-of-house' access/service routes to the bigger buildings which front onto Tara street and Townsend Street. The site area is composed of a varied mix of building types, scales, finishes and qualities, with the Irish Times building being the most recent and notable building. This local area gives a somewhat downbeat impression, verging on dereliction and can at night sometimes, convey a rather threatening atmosphere. The broader area has however seen noticeable change over recent years with building demolitions and several recent/current constructions taking place, such as at the Apollo House and Hawkins House sites on the west side of Tara Street and the aforementioned Ronan Group's site, north of the site for the station.



Diagram 27.49: Existing View Looking from Townsend Street North-Westwards



Diagram 27.55: Existing View from Luke Street, Looking North-Eastwards



Diagram 27.56: Existing View from Luke Street at the DART Overbridge, Looking South-West (Poolbeg Street is on the Right)

Protections/Designations:

Development Plan Zoning Objectives: The site for the proposed Project is wholly contained within lands zoned Z5: 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.

There are no protected structures within the site for the proposed Tara Station or within the work area for the station. Within a distance of 50m from the proposed work area for the station there are five protected structures, as follows:

- 10 George's Quay (RPS ref. 3175);
- 7a Poolbeg Street (RPS ref. 6834);
- 7 Poolbeg Street (RPS ref. 6835);
- 8 Poolbeg Street (RPS ref. 6836); and
- Brick watch tower at Tara Street Fire Station (RPS ref. 7994).

The River Liffey corridor lies within a Conservation Area that is designated on Dublin City development plan map E with red hatching, but which is not an ACA. None of the proposed Tara Station box would be within or adjacent to this Conservation Area and none of the street block in which the station would be located is within the Conservation Area. The work area for the construction of the station extends northward along Luke Street to George's Quay and the northern end of that street is within the conservation area.

Landscape receptors include: The changing/evolving urban landscape of this local area defined by Tara Street, Townsend Street, Poolbeg Street and the Dart line arches.

Sensitivity of Landscape: Low. This is an urban landscape which currently is not highly valued (scenically), and which has few valued elements and characteristics. In some parts, the area exhibits a negative character. The prevailing condition is one of change related to urban renewal. As such, the capacity to accommodate change is high. Nevertheless, local sensitivities and some broader (inner south-city) sensitivities are likely to be raised, particularly in response to the removal of existing valued facilities and accommodation. However, many of the existing buildings are of no particular architectural value, and the streets and back spaces between them, being almost totally devoid of active frontage, are generally considered to be low quality. Indeed, for most pedestrians, these are places to be avoided altogether. The fenced off spaces allied to the railway arches are inaccessible but hold out the prospect of potential use and improvement, allied to redevelopment of the area.

Visual receptors include: People moving through the area, along Tara Street, Townsend Street and Poolbeg Street in particular; the staff of the Irish Times and visitors to their building at the corner of Tara Street and Townsend Street, which will be the only existing building to remain in this block; Occupiers of the existing and future premises along Tara Street, Townsend Street, Poolbeg Street, and their visitors; People travelling on the Dart line between Pearse Street station and Tara Station.

Visual Sensitivity: Low. This is a dense, built-up part of the city with few views into it. Those views that can be got are glimpsed and focussed down narrow streets or snatched by travellers while passing, in a bus, car and bike. They are invariably considered to be of poor quality, other than perhaps by photographers of social and historical record. Occasional glimpses of the gleaming towers of the Georges Quay development to the north-east, stand out in contrast.

27.4.2.23 LLCA 22; St Stephen's Green East

Description of Landscape and Visual Environment:

St Stephen's Green is a pre-eminent, revered and protected public space in the heart of the city of Dublin. It is considered to be one of the most important public spaces in Dublin and is a National Monument. It is a much loved and much used park and as such, it is a renowned meeting place and lunchtime breathing space for the city's workers. It is a landscape set-piece which is not confined to the 'Green' itself. The buildings which frame the park are an integral part of the piece, which in essence is made of two interrelated parts – the interior of the Green as represented by the park and the square loop of four streets formed by, on one side, the historic buildings around the outer edge and on the other, that bulk of trees at the outer edge of the park. At present, the set-piece stands whole, complete, and virtually unsullied. Sensitivities related to change to this outstanding landscape and unique public space would certainly not be limited to those occupying the adjacent premises, or to the citizens of this part of Dublin.



Diagram 27.57: Existing View of the North-East Entrance to St Stephen's Green Park Looking Southwards Along St Stephen's Green East



Diagram 27.58: Existing View Northwards Along St Stephen's Green East

Protections/Designations:

Development Plan Zoning Objectives: St Stephen's Green Park is zoned Z9: 'To preserve, provide and improve recreational amenity and open space and green networks'. The properties facing the Park along St Stephen's Green East, are zoned Z8: 'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective'. The properties facing the Park along St Stephen's Green North are zoned Z5: 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity'.

St Stephen's Green is a National Monument.

A number of buildings and other structures which are within the work area for the proposed station and/or within 50m of it are protected structures. These include:

- St Stephen's Green: railings, gates and plinth walls of perimeter boundary (RPS ref. 7751);

- St Stephen's Green: surrounding bollards and traditional-style lamp posts (RPS ref. 7752);
- 27-33 St Stephen's Green, Shelbourne Hotel (RPS ref. 7778);
- 34 St Stephen's Green (RPS ref. 7779);
- 39-40 St Stephen's Green (RPS ref. 7780);
- 41 St Stephen's Green (RPS ref. 7781);
- 42-43 St Stephen's Green (RPS ref. 7782);
- 50 St Stephen's Green (RPS ref. 7783);
- 51 St Stephen's Green (RPS ref. 7784);
- 52 St Stephen's Green (RPS ref. 7785);
- 53 St Stephen's Green (RPS ref. 7786);
- 54 St Stephen's Green (RPS ref. 7787);
- 55 St Stephen's Green (RPS ref. 7788); and
- 56 St Stephen's Green (RPS ref. 7789).

St Stephen's Green lies within a Conservation Area that is designated on Dublin City development plan map E with red hatching, but which is not an ACA. The hatching includes the park, the surrounding streets and most of the buildings facing the park. The proposed St Stephen's Green Station box would be within this Conservation Area.

Landscape receptors include: The green Park, including the broad band of mature trees enclosing it; The streets around the Green which define the Park and which look into it, and of these, Hume Street and St Stephen's Green East in particular, where the station is to be located; The relationship between the Park and the streets bounding it, as an integrated landscape set-piece in the heart of the city.

Sensitivity of Landscape: High. The importance of St Stephen's Green, both as a set-piece landscape and a social and recreational facility, cannot be overstated. On both fronts it represents a key element in the structure of the historic city centre. Located within the south Dublin Georgian core, St Stephen's Green is essentially a square, bounded by Georgian buildings, containing a green park. It may be one of several such places in the city centre, but it is certainly the largest and perhaps most prominent in the public psyche. Together with Merrion Square and Fitzwilliam Square, it forms an ensemble of historic spaces which frame and define the south city centre. The maturity and wholeness of St Stephen's Green is an important aspect of its strong positive character and one of the reasons it is held in high value.

Visual receptors include: People, primarily pedestrians using the Park for recreational purposes; people walking, driving, or being transported around the four sides of the square; Occupants and visitors to the surrounding buildings, primarily those facing onto the Park; Tourists and visitors making a trip simply to experience St Stephen's Green.

Visual Sensitivity: High. The mature trees planted around the outer edge of the Green provide structural separation between the soft, green interior park and the busy broad streets surrounding it. This is also a visual barrier preventing any significant intervisibility, but allowing movement between the two, albeit movement which is controlled by the railings surrounding the park space. Views therefore tend to represent the square as two distinct places – outside and inside. The interior views are important in conveying the sense of being enclosed within the green space, and by extension, within nature. It is however the external views, in expressing the balanced relationship between the built Georgian frontage and the soft landscape edge to the park, which tend to represent the broader and possibly more important aspects of the square. Any proposed change to this relationship, even if claimed to be temporary, will generate concerns and stir sensitivities amongst a broad spectrum of interested parties nationwide, and not just those occupying premises over-looking this part of the square.

27.4.2.24 LLCA 23; Grand Canal to Dartmouth Road (Charlemont Station)

Description of Landscape and Visual Environment:

The station at the southernmost end of the proposed Project is to be Charlemont, which will be located to the south of Grand Parade, adjacent to the Grand Canal and to the east of the elevated section of the Luas Green Line at the Charlemont Stop. The site adjoins the rear of houses in Dartmouth Square to the

east and Dartmouth Road at the southern end. It is noted that the Grand Canal is on an embankment at this location, Grand Parade being raised about a metre above the natural ground level. The greater part of the site is located to the rear of the Carroll's Building, a protected structure dating from the 1960s. The broader area is a leafy mix of residential and commercial properties, generally of high quality, centered on the canal which is a recreational facility and visual focus in this part of the city. The Luas runs at a higher level on top of the battered stone face of the former railway embankment, along the western edge of the site and proceeds northwards, across the canal on the recent Luas bridge of steel and concrete construction. The canal itself, together with its bankside vegetation and the substantial mature trees along Grand Parade and Charlemont Place, provides a very pleasant green interlude on this busy corridor leading into the city centre. The Luas has rapidly become an accepted part of the local landscape as well as a social asset for the area.



Diagram 27.59: View of the Proposed Site for Charlemont Station at Grand Parade, with the Carroll's Building on the Right



Diagram 27.60: View of the Proposed Site from Dartmouth Road Looking North, with the Carroll's Building in the Background

Protections/Designations:

Development Plan Zoning Objectives: the site for proposed development is primarily zoned Z6: 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation'. The adjacent southern portion abutting Dartmouth Road is zoned Z1: 'To protect, provide and improve residential amenities' and this zoning returns to follow the western edge of the site and contains the structure supporting the elevated Luas line. The adjacent residential properties east of the site at Dartmouth Square (west) are zoned Z2: 'To protect and/or improve the amenities of residential conservation areas'.

Numbers 26 to 34 Dartmouth Road are protected structures, included in the record of protected structures (RPS) under references 2138 to 2146.

Numbers 1 to 68 Dartmouth Square, including numbers 40a and 40b, are protected structures, included in the RPS under references 2147 to 2216.

The Carroll's Building on Grand Parade is a protected structure, reference 3280 in the RPS.

Dartmouth Square and Environs ACA are indicated in green outline and green hatching on map E of the Dublin City Development Plan 2016-2022. On the western side, the ACA boundary runs along the rear garden walls of the houses at 1 to 17 Dartmouth Square and crosses Dartmouth Road to include numbers 10 and 11 Cambridge Terrace. The northern boundary includes the sides of the properties at 17 and 37 Dartmouth Square, with the street to the front, and runs along the rear of the houses at 18 to 36 Dartmouth Square, thereby excluding the rear gardens and the mews buildings at the rear. The southern and eastern boundaries also run at the backs of the houses, and also incorporate number 5 Dartmouth Road, number 36 Leeson Park and number 36 Dartmouth Lane.

The Grand Canal lies within a Conservation Area that is designated on Dublin City development plan map E with red hatching, but which is not an ACA. The hatching includes the canal and the parallel streets on either side, as well as a strip extending approximately 30m to the south of Grand Parade, thereby taking in the Carroll's Building, though not the land to the rear, along with numbers 16 and 17, with most of number 15 Dartmouth Square and the mews buildings along Dartmouth Walk. The northern part of the proposed Charlemont Station box would be within this conservation area.

Landscape receptors include: The Grand Canal landscape between Charlemont Place and Grand Parade, adjacent to the northern end of the development; The landscape of Dartmouth Square, the Victorian garden square including the green space defined by mature trees and the surrounding three-storey terraced residential properties; the short section of residential Dartmouth Road adjoining the site at its southern end.

Sensitivity of Landscape: *Medium*. Being largely located behind the Carroll's Building and beneath a separately proposed development, sensitivities relating to the impact upon the landscape of the area may not actually be as great perhaps as might initially be expected. However, given the existing relatively high-quality landscape in the vicinity, a fairly high level of sensitivity may nevertheless be expected, particularly among local residents, occupiers and businesses. The proposed Project site is located to the rear of the properties (Protected structures) along Dartmouth Square West – whilst these may back onto the site there would nevertheless likely be concerns regarding the effect of the proposed Project on them.

Visual receptors include: People travelling along Grand Parade and Dartmouth Road, at each end of the proposed station site; People travelling on the elevated Luas between Charlemont and Ranelagh, along the western edge of the site; The residents/occupiers of properties at Dartmouth Square west, which back onto the site; People travelling alongside the Grand Canal and occupiers of premises at Charlemont Place.

Visual Sensitivity: *Medium*. Visibility of the proposed Project from around this area, may well be limited, however there is already a moderately high quality of existing views in this area, centering largely

around the Grand Canal which is close to the site of the proposed Project. Given the recent commencement of the related, but separately proposed, development behind the protected Carroll's Building, it may be that such sensitivities have been largely assuaged, discounted or disregarded. However, there are at least likely to be some remaining concerns in respect of this further and additional element of development from a visual perspective, including those of the residents/occupiers of the Dartmouth Square West properties, backing onto the site.

27.5 Landscape and Visual Impacts

27.5.1 Introduction

An outline description of the Principal Elements along the Proposed Project (Permanent and Temporary) is provided in Table 27.1 of this Chapter. The Proposed Construction Phase Activities are summarised in Diagram 27.1 and Key Considerations during the Operation Phase of the Proposed Project are summarised in Diagram 27.2. For a full description of the proposed Project, its proposed Construction and Operation refer to: Chapter 4 (Description of the MetroLink Project); Chapter 5 (MetroLink Construction Phase); and Chapter 6 (MetroLink Operations & Maintenance).

Chapter 4 (Description of the MetroLink Project), describes in detail the design of the proposed Project, including the engineering, architectural and landscape/public realm aspects of the design which are of relevance to the assessment of landscape and visual impacts. Section 4.7 describes the Architectural, Urban Realm and Landscape Design Principles adopted, including generic surface station and underground station environments, common components within the architectural design and the approach to urban realm and landscape design. Section 4.9 outlines the station typologies. Section 4.11 describes aspects of the design of track surface sections at grade, elevated sections, and the cut and cover sections. Section 4.12.8.3 outlines the design approach for external lighting. Section 4.12.9 describes the route-wide fencing and boundary treatments proposed.

27.5.2 Construction Phase Impacts

27.5.2.1 Duration of Effects

The overall period of construction for the proposed Project is estimated to be approximately nine years. This does not however apply to all sections of the construction. For those sections of the defined construction zone which will be occupied for the full Construction Phase, the duration of construction impacts is: medium-term. For those sections of the defined construction zone which will be occupied for one to seven years, the duration of the Construction impacts is: short term. Within these sections, many aspects of each construction operation will be temporary (i.e. effects lasting less than one year). Detail of the construction programme can be viewed in Diagram 5.3 in Chapter 5 (MetroLink Construction Phase).

27.5.2.2 Common and Recurring Construction Impacts

Chapter 5 (MetroLink Construction Phase) sets out the proposed means of constructing the proposed Project and provides examples of the various methods employed and the resulting features likely to impact on the Landscape and the Visual environment.

During the Construction Phase, there are a number of aspects and elements common to construction which may automatically be considered to be impacts upon the landscape and on visual amenity. These would be expected to occur along the alignment almost universally where the proposed Project is visible at or above ground level. These construction impacts would include:

- Site preparation works, including: tree/vegetation protection measures; tree/vegetation removal; topsoil stripping; and removal of streetscape elements (including; paving, street furniture, fencing and railings);
- Temporary fencing and hoardings;

- The diversion (permanent and/or temporary) of: overhead and underground services and utilities; roads; and footpaths;
- Traffic management infrastructure (temporary traffic lights, signage etc);
- Site excavations, earthworks and storage of topsoil/subsoil/spoil;
- Site infrastructure and vehicular access;
- Construction traffic, dirt, dust and other emissions;
- Temporary site lighting;
- Temporary site buildings (inc. office accommodation);
- Cranes, crash deck, scaffolding, piling rigs, etc; and
- Storage of materials and prefabricated elements for construction.

The potential impacts listed above will be common for all LLCAs, commensurate with the scale and nature of the works proposed within each. These are taken into consideration when assessing construction impacts within each LLCA below. They are not however repeated within the relevant 'Potential Impacts at Construction Phase' section for each LLCA, except where they are considered to be of specific relevance or of say, greater scale. Any additional construction impacts relating specifically to the respective LLCA, are however outlined.

27.5.2.3 Construction Compounds

The location of site offices and construction compounds across each of the four main Project divisions (AZ1-AZ4 inclusive) for the proposed Project are indicated in Figure 5.1 of Chapter 5 (MetroLink Construction Phase). Each of the compounds indicated will be set up on a temporary basis to facilitate construction of the works safely and securely. Each will have temporary access roads leading from adjacent public roads and an internal site infrastructure, together with hoarding and/or fencing as appropriate to secure the perimeter. Each will accommodate site offices; storage facilities for spoil, excavations and materials for the works and construction plant and machinery. Generally, they have been sited in locations where a minimum of advance clearance will be required, therefore minimising landscape impacts. Each will create visual impacts which will be limited by the perimeter hoarding though they will often result in a reduction of local visual amenity.

The duration of these compounds and associated effects will be temporary to short-term, except those located at Dublin Airport station, the Dublin Airport South Portal and those within AZ4, i.e. Northwood Portal and all stations southwards, where they may extend to medium-term effects - this does not include Albert College Park shaft compound which will be of short-term duration.

27.5.3 Operational Phase Impacts

27.5.3.1 Duration of Effects

The expected lifespan of the proposed development would be over 60 years and will therefore create landscape and visual impacts on the environs, which are deemed to be permanent.

27.5.3.2 Aspects of Impact

The comparative technique used in this assessment uses accurate (verifiable) photomontages incorporating the proposed development and compares them to the existing corresponding baseline photograph so that an evaluation of the effects can be made. This process or method refers largely to the visual aspects of impact which, while forming a large part of one's landscape perception do not provide a complete assessment of the experience of landscape change.

The assessment of Landscape and Visual impacts arising from development has two distinct but closely related aspects. The first is impact in the form of change to the character of the landscape that arises from the insertion of the proposed development into the broader landscape context. The second is impact on the visual environment and/or visual amenity. These aspects combined will elicit responses whose significance will be partially dependent on how people perceive a particular landscape or view

and how much the changes will matter in relation to other senses as experienced and valued by those concerned.

Landscape Character Impact: This involves primarily the physical environment within which we humans live, that is, the physical context within which development (or change) is proposed and the relationship between this and the change itself. This includes the potential for change to each of the physical elements of the landscape, including: vegetation; landform/topography; streams/rivers; buildings; roads; and other elements of what is referred to as 'public realm'. These are the primary landscape receptors. However, 'landscape' may also be described broadly as 'the human, social and cultural experience of one's surroundings', so landscape impacts also largely emanate from the human response to such physical change, i.e. how such change is perceived by people who experience it. These might include specific aesthetic or perceptual qualities pertaining to landscape character such as: scenic beauty/ugliness; enclosed/expansive; tranquil/bustling, etc – these are also landscape receptors. The sensitivity of people who experience such change, normally expressed as the societal consensus, is therefore a factor in determining the nature and quality of landscape impact.

Visual Impact: In contrast to landscape character impact, assessing visual impact relies more on photomontages, which compare 'proposed views' with 'existing views' from the same selected viewpoints. As such, any changes in the respective views are evident – this means that visual impact assessment tends to be a rather less subjective process than landscape character assessment. Visual impact occurs by means of visual intrusion and/or obstruction. Visual intrusion is concerned with the relative perception of visual impact based on the degree to which the proposed development impinges on a view without blocking it. Visual obstruction is defined as the full or substantial blocking of a view by the development proposal or by constituent elements of the proposal.

The significance of effects is assessed by considering the magnitude of effects in the context of the sensitivity of the receptor. The 'magnitude' of effects is a shorthand expression for the combination of size/scale, duration and reversibility of effects, which is also sometimes referred to as the 'nature of effect'. Magnitude of effect therefore often relates largely (but not exclusively) to the relative scale and extent of the proposed change, in context. The magnitude of visual impact, as expressed in the photomontages, is influenced by the proportion of the field of view occupied by the proposed development – generally speaking, the closer the viewpoint, the greater the apparent likely impact. 'Sensitivity' of the receptor combines aspects of susceptibility to change with value related to the receptor and is sometimes referred to as the 'nature of the receptor' – e.g. typically people who reside in an area would be considered to be more sensitive to proposed change than say people passing through an area.

The quality of impact on landscape character is based on assessment as to whether the change is perceived to improve or reduce the quality of the existing landscape and landscape character. The quality of visual impacts is based on whether the change improves or reduces the quality of the existing view or the existing visual environment/amenity. The relevant guidelines (EPA, August 2017) indicate that a third option of 'neutral' may apply to the quality of effects, however they describe such effects as "No effects or effects that are imperceptible". This is of little or no use in the description of landscape and/or visual effects and furthermore, by employing terminology usually applied to describing the significance of effects, is rather confusing. There may be circumstances where the effect of change (which may be assessed as slight, moderate, significant etc) is, on balance, also considered to neither improve nor reduce the quality of the landscape character or the visual environment and could therefore be termed a 'neutral' effect.

Landscape Character and Visual Quality/Amenity are twin aspects of Landscape and Visual Impact Assessment (or Appraisal) – they are closely connected, yet subtly different. The visual environment is a large and important component of what we individually believe to be 'landscape'. The subjective complexity of 'landscape' is difficult to comprehend, let alone place values upon - since it is an inherently personal concept.

27.5.3.3 *Distinction between 'the proposed Project', 'Mitigation' and 'Enhancement'*

The 'proposed Project' is described in Chapter 4 (Description of the MetroLink Project) and is as set out in the Project proposals drawings submitted. This includes all aspects of the design, from Estuary in the north to Charlemont in the south and in addition to the track, stations, structures and ancillary buildings, it includes: the hard and soft landscape design proposals for the public realm works associated with the stations; the integrated open/recreational spaces and the planting proposals associated with all parts of the proposed development. These aspects of the proposed Project form part of the proposed development and are included as such in the assessment of predicted effects for each Local Landscape Character Area.

As outlined above, many aspects of the design for the proposed Project have been incorporated in response to potential negative impacts of the proposed Project which have arisen through the design process, sometimes following discussion and dialogue with the respective Local Planning Authority. These design amendments and additions have been incorporated within the proposed Project and are proposed in mitigation – these may be referred to as the 'primary mitigation measures'. The second category of mitigation measures include the standard construction and operational management practices for avoiding and reducing environmental effects – these are embedded within the construction proposals for the proposed Project, as outlined in Chapter 5 (MetroLink Construction Phase) and the operational management practices outlined in Chapter 6 (MetroLink Operations & Maintenance). It is expected that since both categories are integrated within the proposed Project proposals, they will be implemented. The third category of mitigation measures are referred to as the 'secondary mitigation measures', which are designed to address any residual adverse effects remaining after primary mitigation measures and standard construction practices have been incorporated into the proposed Project. The secondary mitigation measures are those that are not built into the development proposals as expressed in the 'proposed Project' design proposals submitted. They are however considered in relation to the assessment of the landscape and visual effects of the proposed Project as a means of addressing, as far as possible, the remaining significant adverse effects. These are outlined in Section 27.6 'Mitigation' and are generally secured by way of a schedule of mitigations included as conditions attached to a consent.

'Enhancements' are proposals which seek to improve the landscape resource and the visual amenity of the proposed development site and its wider setting, over and above its baseline condition. Whilst mitigation is generally proposed in direct response to significant adverse landscape and visual effects, enhancement, which is not a requirement of EIA regulations is nevertheless, often a net outcome of landscape proposals, for two main reasons; 1) landscape proposals are often seen as inherently enhancing and, 2) when construction works take place and the existing landscape is disrupted and surfaces disturbed, decisions are generally made to take such opportunities to respond appropriately rather than simply reinstate. In addition, very often simple reinstatement is also not actually an option – this may be because the circumstances and context are so significantly changed by the other (engineering and/or architectural) works. In this case, although there are aspects of the proposals that are indeed enhancing, they are proposed in mitigation as the best practical solution in response to the significant adverse landscape and visual effects.

In relation to landscape proposals, aspects of enhancement may take many forms, including improved land/landscape management, habitats, or other valued features; measures to conserve and improve the attractiveness of town centres; or the creation of new landscape, habitat and recreational areas. All of these aspects of enhancement are inextricably permeated within the mitigation measures outlined for the proposed Project.

27.5.3.4 *Key aspects of the proposed design*

The proposed Project from Estuary to south of the M50 motorway, apart from the Airport tunnel and Dublin Airport within it, is essentially a new linear feature in the landscape which impacts right along the route at the surface. The opportunity has been taken in the design of this section to express this linearity in conjunction with initiatives by Fingal County Council (FCC) to propose improvements to the R132 – this is referred to elsewhere as Fingal County Council's "R132 Connectivity Project". The MetroLink route

tends to hug the R132 within this section of the proposed Project. The improvements proposed by FCC include breaking down the current propensity for the R132 to act as a barrier within the expanding town of Swords and to reduce this effect by encouraging lateral movement from outside the road into the town centre, and vice versa. The design of the MetroLink seeks to avoid adding to the existing problem and the design therefore specifically reflects the aspirations of FCC by creating greater connection across the road and at the same time encouraging pedestrian and cyclist movement alongside the road, through a series of adjacent and related public open spaces – like beads on a chain. The stations along the route are an integral part of this chain. The proposed Project includes specific proposals to integrate these designed public open spaces with the stations and their associated public realm proposals.

In contrast, for the Dublin City stations from Northwood to Charlemont, the stations appear at the surface and stand alone. Because the line is underground, the stations in a broad urban context are effectively disconnected islands on the surface and in virtually all cases, they are new insertions into an established urban landscape. The approach to the design of these insertions offers the prospect in each case of the station being identifiable as a MetroLink station, but also fitting seamlessly into the local urban fabric. This requires specific public realm proposals for each station which extend into and integrate with the existing public realm context. Again, this is an integrated part of the overall design for the proposed Project.

The Architectural, Urban Realm and Landscape Design principles are set out in section 4.7 of Chapter 4 and includes the general and universal design principles adopted, architectural features and the approach to urban realm and landscape design. In addition, the design approach for the stations, including design concept and station typology is set out in section 4.9. In summary there are three types of station, each of which incorporates varying built elements appearing above the finished ground/surface level:

- Surface stations, of which there is one (at Estuary) - refer to section 4.9.2.1. This incorporates a canopy structure sheltering the platforms and a passenger lift up to the proposed footbridge accessing the multistorey car park/Park-and-Ride facility;
- Retained cut stations, of which there are four (at Seatown, Swords Central, Fosterstown and Dardistown) – refer to section 4.9.2.2. Each of these incorporates an integrated canopy structure sheltering the entrance and platforms and two lifts are also provided between surface and platform level;
- Underground stations, of which there are eleven (at Dublin Airport, Northwood, Ballymun, Collins Avenue, Griffith Park, Glasnevin, Mater, O'Connell Street, Tara Street, St Stephen's Green and Charlemont) – refer to section 4.9.2.3. Each of these incorporates; a canopy structure over the main station entrance (with stairs and escalators); ventilation and air intake grills; fire-fighting lifts (intervention shaft) – one at each end of the station; passenger lifts; and emergency exits with a 'pop-up' opening at ground level – one at each end of the station.

A major aspect of the approach to the architectural design of all the stations is to include repetition of style, form, colour etc, so that they are recognisably 'MetroLink'. This follows to an extent for the public space around the Dublin City stations, however the public realm/landscape design around each of these, must also integrate with the existing predominant forms, colouring, materials etc within the local context of each station. This broad approach has been adopted for the Dublin City stations and for Dublin Airport. The Fingal stations are generally however, new insertions within a new linear landscape, where the public realm design around the stations is also at liberty to become a part of the MetroLink 'brand'. It is however also important to include identifying features so that the stations are not confused (as is currently often the case with the existing series of roundabouts along the R132). To this end, each station along the R132 chain will have its own particular identifying feature tree planting within its external entrance plaza.

All stations feature surface drainage systems which are sustainable. Wherever possible surface drainage is conducted to swales/infiltration trenches (as appropriate) which are also integrated into the soft landscape proposals.

The automated nature of the Proposed Project requires the alignment to be completely segregated from the surrounding environment, with fencing along both sides of the railway corridor. To ensure complete segregation between the railway and roads to prevent unauthorised access to the rail corridor and prevent any objects from falling onto the rail corridor, a secure and robust fence or boundary treatment is required along the sections of the alignment in AZ1 and AZ3 i.e. those sections of the alignment not in tunnel.

Where the proposed Project will run close to and across the existing R132 Swords Bypass, a road safety hazard analysis has been undertaken to establish vehicle restraint system requirements to stop errant vehicles encroaching onto the railway below. As well as the vehicle restraint system requirements, there is also a risk that hostile vehicles, that is vehicles deliberately driven into people or structures, may encroach onto the alignment. A hostile vehicle restraint barrier will also be provided at all station entrance locations.

Fencing and barriers will be installed along the top of cuttings and embankments, as applicable.

A summary of the key locations for the barrier types is provided in Chapter 4 (Description of the MetroLink Project, Table 4.8 and the precise locations are depicted on Figure 4.1 in the EIAR Book of Figures. The nature and finishes of the boundary treatments/fencing are outlined in Chapter 4 (sections 4.12.9.1 – 4.12.9.5)).

The boundary treatments outlined are included as applicable within the photomontages provided.

27.5.4 Landscape and Visual Impacts for the Local Landscape Character Areas (LLCAs)

This section provides a description of the landscape and visual impacts of the proposed Project on the same sequential basis as the baseline description in Section 27.4.2. For each LLCA, a short description of the proposed Project is followed by an outline of the potential impacts at the Construction Phase and during the Operational Phase. A magnitude of change classification is also made for the landscape and visual impacts for both phases. The magnitude of change classification for each is then set against the relevant baseline sensitivities for each LLCA (refer to Section 27.4.2) to determine the significance of effects.

27.5.4.1 LLCA 01; Estuary

Description of the proposed Project:

The northern terminus of the proposed Project is situated to the west of the R132, on the northern edge of Swords town. This will include Estuary Station with an adjacent large multi-storey 'Park and Ride' facility and associated access roads. The station building is located just west of the Park and Ride facility, and just further west again are reserve plots for future development. The building elements proposed (including the traction sub-station) will be surface structures which are built up from ground level. The works will cover a substantial area of land, stretching for more than 250m along the western side of the R132 and extending up to 400m westwards. The proposed Project will cut across Ennis Lane, with the eastern part providing access to the station from the R132, while to the west of the station Ennis Lane is to be modified to provide for access to adjoining lands. Ennis lane is flanked on its western side by the remains of the Balheary demesne wall and a substantial section of it will be demolished as part of the construction works for the proposed Project. Along the northern fringe of the proposed development, the proposed Project includes the planned new section of the Swords Western Distributor Road linking the R132 to the northern end of Ennis Lane and Balheary Road. The Park and Ride Facility is a substantial building comprising 3-4 storeys of car parking (in 3 phases) above ground level with additional 4-metre-high lift housing elements above. The building is set within a proposed sculpted and planted landscape, incorporating sustainable drainage systems featuring detention basins, ponds with marginal planting and wildflower meadow. Pedestrian access is provided down to the Broadmeadow River adjacent to the proposed viaduct which carries the track across the rivers to the south. The southern part of this LLCA marks the northernmost part of the extensive landscaping proposed as an integral part of this Project. The proposed extensive landscaping aligns and integrates

with the adjacent R132 road and is proposed in part to respond to and integrate with Fingal County Council's parallel proposals to improve the appearance and character of the R132. The extensive landscaping will extend as far south as the Fosterstown station.

The design for Estuary Station and the Park and Ride facility is described in Chapter 4, Section 4.14.3

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project represents a substantial change to the existing agricultural landscape. There will be substantial removal of hedgerow and trees, earthworks will reshape the landform and the open fields will be progressively replaced by a comprehensive built landscape comprising a substantial building and a station, along with other ancillary elements. The rail track alignment will be marked out in the landscape primarily by the overhead line equipment (OHLE) pylons and cables for the energy supply to the trains. The nearby Emmaus Retreat Centre and grounds will remain intact; however, its broader landscape setting will alter to the north-east and south-east and in cutting across Ennis Lane, the demolition of a substantial section of the historic Balheary demesne wall is required. One residential property will require demolition at the eastern end of Ennis Lane. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in 27.5.2.2 will be evident at this site. In addition, the existing agricultural landscape will be removed as the earthworks required are carried out over a substantial area. The main viewpoints into the site along the R132 will largely be obstructed by hoarding so the visual effect of the earthworks will be limited, however the hoarding itself will be a significant visible element in these views. The Emmaus Retreat Centre will be visually insulated from the construction operations by its eastern and southern screen of trees, shrubs and hedges, which remain. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will introduce new, more urban features into this outer northern fringe of Swords town, including; the multistorey car park; roads; footpaths; street lighting and; Metrolink railway infrastructure. The proposed development also creates the context for future built developments which meet the objectives of the current Fingal Development Plan. In contrast with the existing pastoral landscape, people and vehicles will occupy this site, creating a very much busier ambience in this local area. The loss of hedgerow within this area is compensated somewhat by the proposed landscape reinstatement works, which whilst proposing a different landscape form includes a range of measures (e.g. wildflower meadow as opposed to grass and/or agricultural crops) to improve upon the existing biodiversity. As such they represent a broad enhancement of the existing condition. The proposed screen planting along the R132 will compensate, with a more biodiverse mix of planting, for the partial loss of existing roadside planting. The Emmaus Retreat Centre and grounds with its mature trees will remain intact though the new approach road will be broader and different in character to the existing narrow, densely enclosed Ennis Lane. The proposed extensive landscaping commencing at the southern edge of this LLCA, will beneficially transform the interconnectedness of this area with the range of local communities and facilities around the eastern side of Swords. This is particularly so for pedestrians and cyclists. It will represent a significant positive effect of the proposed Project in respect of its broader

landscape context and in terms of social and cultural amenity for the town of Swords and its environs. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be significant and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V01.1 to V01.5 inclusive):

The photomontages indicate that the Park and Ride facility will be visible from most locations along the adjacent R132, from the very occasional break in the hedge line along the east side of Ennis Lane and to a very small extent from more distant views across the fields from the west. Generally, for the views from the R132, the Park and Ride Facility occludes much of the remainder of the proposed Project in this area. From the more elevated viewpoints on the R132, close to the M1 interchange, the overall scale of the Park and Ride facility can be appreciated and presents as a new structure extending for a considerable distance along the road and rising (from 3 to 4 storeys) towards the centre of the site. In design mitigation, the base level of the building is lower than adjoining levels at the main road. The proposed screen planting along the R132 will also reduce the visual impact of the Park and Ride facility from the road. Because the dense mature tree screen within its grounds remains intact, views from the Emmaus Centre and gardens remain essentially unaffected. There will be increased traffic arriving at the facility, to the car park or to drop-off or pick-up passengers at the station. In this instance where the station is largely screened from the main vantage points by the park-and-ride car park this will be limited to marginal increases in traffic turning off or onto the R132 and this would be expected to peak at commuting times. The frequent movement of trains into and out of the station area will be largely limited to views around the southern end of the LLCA where the track leads out to the viaduct over the Broadmeadow and Ward Rivers. Magnitude of Visual change during the Operational Phase is high.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be significant and negative.

27.5.4.2 LLCA 02; Lissenhall Medieval Bridge

Description of the proposed Project:

The alignment will run southward from the north bank of the Broadmeadow River, from where it will run on a viaduct over low-lying land for approximately 261m, also crossing the Ward River and into the area of the Balheary Park. The elevated alignment is to run north to south, approximately 30m west of Lissenhall Bridge and approximately 18m west of Balheary Bridge. It will be elevated 4m – 5m above the level of the grass open space which lies between the Broadmeadow River and the Ward River. It runs along the eastern edge of the open space, adjacent to the band of mature trees which follow the north to south line and orientation of the bridges. The proposed Broadmeadow and Ward River Viaduct is a precast concrete beam structure on concrete columns at general spacing centres of 19.1m – 19.4m and of 28.1m and 21.2m where the viaduct spans the Broadmeadow and Ward Rivers respectively.

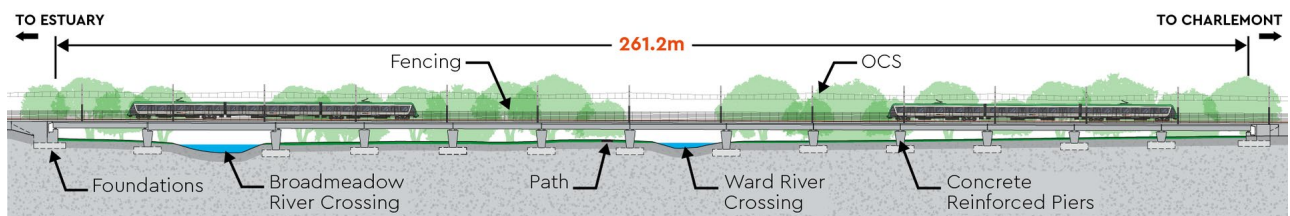


Diagram 27.61: Long Section Profile of Viaduct

The viaduct is closely aligned with the existing large pipeline which crosses both rivers at a higher level and which drops via substantial concrete thrust boxes to run underground for the majority of the open grass space between. The existing pipeline and concrete thrust boxes, just east of the proposed viaduct alignment will be diverted as part of the proposed works and will no longer remain visible.

The design for the Broadmeadow and Ward River viaduct is further described in Chapter 4, Section 4.14.4.

Potential Impacts at Construction Phase:

Landscape Impacts:

Use of this area as a recreational landscape resource will be curtailed during construction as public access will be prevented by the erection of construction hoarding around the site. The proposed Project will result in the removal of trees and bushes on the proposed viaduct alignment and immediately adjacent (to allow sufficient access for construction purposes), however the main band of trees following the north to south alignment of the existing bridges will be unaffected. The foundations for the proposed viaduct support columns will be excavated and poured before the remainder of the structure progresses. The foundation excavations will be substantial (approximately 9m sq. x 2.5m below ground) and machinery tracking will add to the local ground disturbance. The ground disturbance incurred through the construction will be made good with the proposed landscape reinstatement works. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the ongoing construction works will be visible from Lissenhall Bridge, which for those few pedestrians and cyclists accessing this area, may be considered interesting, but on balance are negative in respect of visual amenity. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will insert a newly constructed element in the landscape, across the Broadmeadow and Ward Rivers. However, unlike the historic bridges, it will be a continuous and rather more extensive structure which bridges from the north of the Broadmeadow River, right across the open green space, to the south side of the Ward River. This design approach allows the passage of trains across the two rivers whilst retaining the existing flood characteristics of both. The intimate scale of this local landscape is essentially retained, but now with a viaduct running through it west of the bridges, in place of the elevated pipeline. The continuous, slender viaduct structure is designed to integrate well into this low-lying landscape and offers a relatively positive new element within the landscape, in contrast to the existing obtrusive and ugly pipeline sections which are proposed for removal. The loss of trees and bushes on the viaduct alignment and immediately adjacent is small and is more than compensated by the proposed landscape reinstatement works, which also include a range of measures to improve upon the existing biodiversity, including the introduction of wildflower meadows over substantial areas previously occupied by cut grass. As such they represent a broad enhancement of the existing condition. The removal of the existing pipeline and concrete thrust blocks represents a significant positive aspect of the proposed Project in this area. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V02.1 to V02.4 inclusive):

The proposed viaduct structure will be visible from the two existing bridges and from the lower open area to the west. From the bridges it will appear as a relatively simple elevated structure. The viaduct will be one further bridging element in a group of three crossing the rivers at this point, i.e.; the proposed viaduct; the old road/path and bridges; and the main R132 road. The proposed viaduct structure will only marginally reduce the visibility of both bridges from the open space, however, there is already a low level of visibility due to the existing pipeline and thrust blocks, which will be removed as part of the proposed Project. The viaduct's distance from the historic bridges retains and slightly improves the prospect of viewing the bridges from within the adjacent open space to the west. The only view available of the Lissenhall Bridge from the east is again quite a close view and there is no significant impact created by the proposed viaduct on that view. The design of the proposed viaduct structure provides for reduced beam depths, allowing the continuous horizontal structure to appear quite slender. This is a positive aspect of the design and will reduce the visual impact upon the views from both sides. The proposed biodiverse landscape reinstatement will generally enhance views in this area, particularly along the alignment of the Broadmeadow River. The frequent movement of trains along the track and across the viaduct may create slight periodic disruption but may also create aspects of interest in the visual environment that do not currently exist. Magnitude of Visual change during the Operational Phase is: Medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.3 LLCA 03; R132/Balheary Park

Description of the proposed Project:

The proposed alignment skirts along the eastern edge of the sports pitches requiring the removal of the existing roadside trees west of the R132. The track proceeds southwards from the viaduct into shallow open cut, running parallel with the main road and finally, under the R125 at the Estuary Roundabout (cut and cover). Either side of the open cut will be planted in sections along the alignment, alternating between biodiverse woodland and wildflower meadow. The sports pitches west of the road will be resized, repositioned and reconstructed within the remaining available space and a high ball-catch fence will be constructed along their eastern edge. Floodlighting of the pitches will be provided. The footbridge linking the Balheary Park with Spittal Hill across the R132 (adjacent to the Estuary roundabout) will be removed due to the proposed Project and replaced with signalled, surface crossings as part of the FCC proposals for the improvement to the R132. The Fingallians GAA pitches east of the R132 are unaffected by the works.

The design for the football pitches is described in Chapter 4, Section 4.14.5

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in loss of existing trees which are not of high landscape value, but this will be compensated by the proposed replacement planting (as part of the construction works), which will be of a smaller mature height than the existing, but more densely planted and in a more diverse species mix. There will be substantial ground disturbance in this area, however alternative access to the pitches (west of the R132) will be arranged on a phased basis during the Construction Phase. The reconstruction of the pitches (including improved structure and drainage) will however, be to a higher standard than the existing pitches. The pitches east of the R132 will remain unchanged. The outdoor basketball court and skatepark just east of Balheary Road also remain unaffected. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the removal of the existing trees will allow a continuous broader prospect from the R132 road across the pitches, which will however be somewhat obscured by the hoarding which will be erected around the site. The residents of Castlegrange, west of the site, will be aware of site activity and the proposed reconstruction of the pitches, though this too will be masked to a degree by the site hoarding. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project includes proposed replacement planting between the pitches and the R132 in a denser and more diverse species mix. This is an enhancement of the existing landscape condition which will, with appropriate management develop to significant positive effect. The continuation of use of the pitches will be possible after their construction and a period of sward establishment/bedding in. The newly constructed pitches will be a significant improvement on the existing pitches. Magnitude of Landscape change during the Operational Phase is low.

Overall, the potential effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (refer to Appendices, Photomontage Nos. V03.1 to V03.3 inclusive):

The replacement planting proposed between the pitches and the R132 road will in visual terms represent a like-for like replacement, however the proposed floodlighting elements and the ball-catch fencing, which will be visible between the sections of woodland planting are negative visual impacts. The floodlighting will extend the period of negative impacts into the darker winter evenings. The views from the Castlegrange residential area will be much as the existing views, except for some additional woodland screen planting in the south-west corner of the park area and the background light from the proposed new floodlighting of the pitches, when in use. Magnitude of Visual change during the Operational Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be moderate and negative.

27.5.4.4 LLCA 04; R132/Estuary Roundabout to Seatown Road Roundabout

Description of the proposed Project:

The alignment passes under the R125 to the west of the existing Estuary Roundabout location, in a short cut and cover section, going into a short open cut section before crossing under the R132 and proceeding down the east side of the R132 in an extended cut and cover section (up to the Woodies site at Estuary Road) which allows for this section of the construction of the extensive landscaping, allied to the Fingal County Council proposals to improve the urban design characteristics and general environment of the R132 corridor around Swords. This alignment requires the removal of existing roadside screen trees, one side or the other, for the length of this section, with the trees to the opposite side of the road remaining untouched. At the northern end of this section, just south-west of the Estuary roundabout, a pumping station is to be constructed as part of the proposed project. Two small local needs park and picnic facilities (complete with associated biodiverse planting) are located adjacent to this pumping station, one at each end of the short open-cut section and they connect with the adjacent residential areas at North Street and Seatown Villas. These facilities form part of the broader extensive landscaping proposal. The open cut section between them is proposed to have new woodland planting either side. The local park at Seatown Villas is connected across the R132 at surface level to Estuary

Court where the triangular green spaces are proposed to be adapted to incorporate play facilities, a sports lawn and a range of biodiverse planting. This extends across the Seatown Road, occupying what was formerly part of the Woodies car park and then leads on towards the Seatown Station across the Estuary Road.

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project in this area will result in a loss of existing screen trees and boundary walls to the adjacent residential areas. Interim hoarding and protective fencing will maintain separation from the R132 during the Construction Phase, however the recreational space currently available will not be accessible during the Construction Phase. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be very significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident across this area. The greater intervisibility between the road and the affected residential areas which might be expected due to the loss of trees will be offset to an extent at this stage, due to the construction hoarding to be erected around the works areas. However, the loss of visual amenity involved would of course be seen as a negative impact for this section of the project. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be very significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will provide an integrated series of small local parks complete with play facilities, seating and planting, adjacent to the residential areas and which interconnect to form part of the longer green ribbon proposed alongside the FCC's R132 proposals. The extensive landscaping is proposed for over the cut and cover sections and linking around open cut sections, following the alignment but also extending into existing open spaces as appropriate in order to provide a comprehensive recreational facility for the adjacent residential communities. The nature of the proposed planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. The proposed tree planting will be much more appropriately scaled to the adjacent residential open spaces than the existing predominant tall roadside trees. This proposed section of the R132 extensive landscaping, which is being included as an integral part of the proposed Project within this LLCA, will beneficially transform the interconnectedness of this area, across and along the road and with the range of local communities and facilities around the eastern side of Swords. This is particularly so for pedestrians and cyclists. It will represent a significant positive effect of the proposed Project in respect of its broader landscape context and in terms of social and cultural amenity for the town of Swords and its environs. It also represents a major enhancement of the existing landscape condition. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be significant and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V04.1 to V04.8 inclusive):

There is currently virtually no visual connection between the road and the adjacent local residential communities or indeed between the communities sitting side-by-side or those currently separated by

the road. The existing R132 was originally designed as a relatively high-speed road by-passing Swords town centre. As such it was physically and visually separated from the residential communities either side by high walls and dense, tall planting. A primary aim of the FCC proposals to improve the R132 is to create much greater connectivity across the road and between the communities which straddle it. The landscape proposals for the proposed Project in this section, facilitate and provide a basis for the achievement and development of this goal, while at the same time, creating extensive landscaping along the R132 for the town as a whole, into which local communities can dip. As part of this strategy, there is both a measure of visual enclosure for the local residential communities and a level of designed intervisibility between the future modified road and the local park elements proposed. This is proposed in order to help create the connections sought by the Council, to ensure safety and to provide passive surveillance and security for the residential communities concerned, as well as for the patrons of the extensive landscaping, i.e. the broader Swords community. Whilst these proposals may appeal to the broader Swords population who are likely to use the recreational facilities and appreciate the associated improvements in visual amenity, it is possible that some of the existing residents closest to the extensive landscaping, may view the increased intervisibility as a reduction of their privacy – this may be particularly so for the residents at the northern end of Seatown Villas and of Estuary Court. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be significant and positive.

27.5.4.5 LLCA 05; R132/Seatown roundabout to Malahide Road roundabout

Description of the proposed Project:

The Project proposals in this area are similar in many respects to those outlined for LLCA 04 but differ in that the alignment in this area is entirely within the band of land east of the R132 and in that they respond to the requirements of the adjacent industrial/commercial occupiers along this section of the R132, as well as the residential communities which may be impacted beyond and to the south. As for LLCA 04, significant stretches of screen tree planting, provided at the time of the R132 construction, principally to screen the road, will be removed to facilitate construction of the Project – such tree removal is confined to the eastern side of the R132. At the northern end of this section, immediately south of the Seatown Roundabout, the Seatown Station will be located, with an intervening entrance plaza featuring seating, bike parking, identity planting and of course, access to the station. The station is primarily represented on the surface by a low-rise sheltering canopy over the entrance and the station platforms located at a sub-surface level in retained cut. Surface drainage around the station incorporates sustainable drainage systems including planted swales. The landscape design for the interface incorporates appropriate planting and connections with the Hertz, Swords Business Park and Siemens sites and their associated grounds. To the south of the station, alongside the existing Business Park, the track is in open cut/cut and cover, which is appropriately planted with biodiverse woodland planting to either side, which also includes appropriately formal, signature planting at the Business Park entrance (designed to distinguish and provide identity for the Business Park). Southwards from here the footpath alongside the road has a planted fringe and leads to a cut and cover section adjacent to the Ashley Avenue residential area, which will accommodate a section of the communal extensive landscaping, featuring orchard trees, seating, play and picnic facilities and biodiverse planting. The footbridge across the R132 linking the two parts of Chapel Lane, will be removed as part of the Proposed Project. This will be replaced and access provided across the R132 with a signalled, surface crossing which will form part of the FCC proposals for the improvement to the R132. The proposed Project takes account of the FCC proposals and makes provision to accommodate them.

The design for Seatown station is described in Chapter 4, Section 4.14.6

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project in this area will result in a loss of existing screen trees and boundary walls to the adjacent residential areas and to the roadside of the Hertz/Eason lands. Interim hoarding and protective fencing will maintain separation from the R132 during the Construction Phase, however the recreational space currently available at Ashley Avenue will not be accessible during the Construction Phase. Areas to the west of the R132 are essentially unaffected except for the removal of the pedestrian footbridge and the proposed landscape reinstatement works. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be very significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the greater intervisibility between the road and the affected industrial/commercial and residential areas which might be expected due to the loss of trees will not be realised at this stage due to the construction hoarding to be erected around the works areas. However, the loss of visual amenity involved, along the entire east side of the R132 will be seen as a negative impact on this section of the project, particularly by residents of Ashley Avenue and Chapel Lane (east). Residents to the west of the R132 are essentially unaffected, except locally at Chapel Lane where the footbridge is to be removed. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be very significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will provide an integrated series of spaces and landscaped pedestrian and cycle paths, linked to small local parks complete with play facilities, seating and planting, adjacent to the residential areas and which interconnect to form part of the extensive landscaping proposed alongside the FCC's R132 proposals, and which also links with the proposed Seatown station at the northern end of this LLCA. The nature of the planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. This proposed section of the R132 extensive landscaping, being included as an integral part of the proposed Project within this LLCA, will beneficially transform the interconnectedness of this area, across and along the road and with the range of local communities and facilities around the eastern side of Swords. It will represent a significant positive effect of the proposed Project in respect of its broader landscape context and in terms of social and cultural amenity for the town of Swords and its environs. It also represents a major enhancement of the existing landscape condition. The linear open space between the residential areas to the east of the R132 and the road will be transformed from simple grass space to a varied space with recreational features and appropriate roadside planting. Pedestrian links with the road will be maintained. Magnitude of Landscape change during the Operational Phase is: Medium.

Overall, the potential effects on the landscape during the Operational Phase will be significant and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V05.1 to V05.6 inclusive):

As for LLCA 04, there is currently little visual connection between the road and the adjacent local residential communities or indeed between the two sets of communities currently separated by the road. A primary aim of the FCC proposals to improve the R132 is to create much greater connectivity across the road and between the communities which straddle it. The landscape proposals for the proposed Project in this section, facilitate and provide a basis for the achievement and development of this goal, while at the same time, creating extensive landscaping along the R132 for the town as a whole, into which local communities can dip. As part of this strategy, there is a level of designed intervisibility

between the future modified road and the local park elements proposed, in order to help create the connections sought by the Council and to ensure safety and security for the residential communities concerned and the patrons of the extensive landscaping, i.e. the broader Swords community. Whilst these proposals may appeal to the broader Swords population who are likely to use the recreational facilities and appreciate the associated improvements in visual amenity, it is possible that some of the existing residents closest to the extensive landscaping (i.e. residents of Ashley Avenue), may view the increased intervisibility as a reduction of their privacy and a negative effect of the proposed Project. Pedestrian linkage across the R132 between east and west is retained, but at ground level. Associated landscape works to each side assist in integrating this connection within the residential communities on each side and in creating new links to the extensive landscaping proposed along the alignment. The planting treatments proposed adjacent to the industrial and commercial neighbours respond to their perceived requirements for a practical and appropriately impressive frontage to their lands at the edge of the road.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic will also increase in similar manner in order to drop-off or pick-up passengers. This is in positive contrast to the existing pattern of continual fast-moving traffic along the line of the road. Magnitude of Visual change during the Operational Phase is: Medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be significant and positive.

27.5.4.6 LLCA 06; R132/Malahide Road Roundabout to Pinnock Hill Roundabout

Description of the proposed Project:

The Project proposals in this area are a continuation of the proposals for LLCA 05 carried southwards; under the Malahide Road; for the short section to the rear of the residential properties at Foxwood; adjacent to the open grass expanse south of Drynam Road; skirting between the Fujitsu site at Lakeshore Drive and the R132 road; and then adjacent to the circular grass space to the rear of the Travelodge Hotel, and the hotel itself. The track is proposed to be largely constructed under cut and cover at the northern end, where a 'mound garden' (with foot/cycle paths, seating, planting and wildflower meadow) links with the adjacent roads and paths and connects across the R132 via a surface crossing adjacent to the proposed Swords Station. Here the existing open green space south-east of the Malahide Road roundabout forms an integral part of the proposed extensive landscaping and will feature grass mounds and screen planting to the rear of the Foxwood properties. The mound garden leads south into the swale garden and arrival/entrance plaza with seating and bike parking facility for the Swords Central Station. This station design is similar to the Seatown Station and it has similar adjacent facilities though the associated station plaza planting provides a different and distinctive identity. From the south of the station the track will be constructed mostly in open cut with associated biodiverse planting and paths weaving between the 'cuts', southwards to the western end of the Travelodge car park. Along this section, appropriate linkages are proposed to the existing developments and the future planned development zones to the east. As for LLCAs 04 and 05, significant stretches of screen tree planting along the south-east edge of the R132, will be removed to facilitate construction of the Project. The footbridge across the R132 linking the western end of the Malahide Road with the north-western end of Drynam Road, will be removed as part of the proposed Scheme and replaced with a signalled, surface crossing as part of the Fingal County Council proposals for the improvement to the R132. This crossing will serve pedestrian traffic from the Swords Central Station across to the Pavilions Shopping Centre and the town centre beyond. The block of existing mature trees at each end of the footbridge will be removed to accommodate the proposed Project.

The design for Swords Central station is described in Chapter 4, Section 4.14.7

Potential Impacts at Construction Phase:

Landscape Impacts:

As for LLCAs 04 and 05, the proposed Project will result in the loss of a band of mature trees along the south-eastern edge of the R132 and a block of tree planting at its northern end, just south of the Malahide Road roundabout. The footbridge will be removed together with this block of mature trees at its south-east end. These are required in order to facilitate the construction of the Project along the alignment east of the R132. The band of mature tree planting along the south-east edge of the road is to be replaced at surface level with a series of gardens, a station with entrance plaza, and landscaped paths as part of the proposed Project construction and forms part of the extensive landscaping proposed along and adjacent to the alignment. To the south this leads towards the Pinnock Hill signalised intersection, proposed in place of the existing roundabout (under the BusConnects proposals) and environs by FCC. The roadside trees along the north-western edge of the R132, including the protected trees at either end will be unaffected. Magnitude of Landscape change during the Construction Phase is: High.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. Whilst the removal of the existing screen of tree planting will open up views from the road eastwards, the construction of the required hoarding will also limit these and retain the existing sense of enclosure. There is a loss of visual amenity along the road and looking eastwards. The closer office buildings at Lakeshore Drive will suffer some loss of amenity, during the Construction Phase, however there is little loss of visual amenity from the other sites to the east as these are largely under-used open spaces awaiting planned future development. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project landscape is designed to meet FCC's aspirations to improve connectivity across the R132 and to encourage pedestrian and cycle movement along it as part of the broader extensive landscaping proposal for the R132 under the proposed Project. As for LLCAs 04 and 05, the loss of existing mature trees along the east side of the R132 is more than compensated by the proposed design which will provide a mix of inter-related and linked public spaces, designed to provide a sustainable landscape specifically for the proposed Project but also by extension, to improve the general amenity, demeanour and biodiversity of the R132 corridor and adjacent lands. No protected trees are affected within this LLCA by the proposed Project. As such, the proposed Project also represents a major enhancement of the existing landscape condition. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V06.1 to V06.8 inclusive):

The proposed landscape design provides a diverse and much improved visual amenity along the R132 road, when compared to the existing simple screen of trees. There will be some visual permeability into the adjacent lands to the east, making for a much more interesting and stimulating prospect. The open character of the existing agricultural fields either side of the Lakeshore Drive office blocks will be retained with views through from the proposed extensive landscaping along the south-eastern edge of the R132. There will be greater intervisibility between the road, the adjacent proposed extensive landscaping and the offices at Lakeshore Drive. The patrons and staff of the Travelodge and of the

Pavilions Shopping Centre will be largely unaffected post Construction Phase. The residents of the Carlton Court residential area will remain screened from the road (and the proposed Project beyond) by the existing tree screen.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic will also increase in similar manner in order to drop-off or pick-up passengers. This is in positive contrast to the existing pattern of continual fast-moving traffic along the line of the road. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.7 LLCA 07; R132/Pinnock Hill Roundabout to Airside Retail Park

Description of the proposed Project:

This section of the proposed Project leads southwards from the Pinnock Hill Roundabout at Lakeshore Drive and proceeds up the hill to the proposed Fosterstown Station and further on up towards Airside Retail Park. At the northern end of this section, mature trees along the R132 at the Swords Veterinary Hospital will be removed and a rationalisation of the vehicle entrance to the adjacent private properties will be incorporated with proposed access off Lakeshore Drive. The northern section of track is mostly in open cut with adjacent paths, picked through proposed tracts of biodiverse planting and wildflower meadow, which lead up to the entrance plaza for the station. This station design is similar to the Seatown and Swords Central Stations and it has similar adjacent facilities, though the associated station plaza planting provides its own distinctive identity. A surface crossing over the R132 is provided between the station entrance plaza and the future planned residential development site at Fosterstown South. To the east of the station, road linkages for service vehicle access to the Retail Park units and drop-off to the station are also provided. To the south of the station, a major pedestrian and cycle link to the Retail Park is also provided. At the very southern edge of this area, the western end unit of the Retail Park is to be demolished as part of the proposed works. The associated proposed planting works include extensive woodland screening of the Retail Park and are all designed to significantly enhance the biodiversity of this local area.

The design for Fosterstown station is described in Chapter 4, Section 4.14.8

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in the loss of mature trees at the northern end of this section, just south of the existing roundabout, including Protected trees. The excavations for the track in open cut take place within the open fields east of the R132, which in this section are perched above the road level, which is itself in a shallow cutting. The landscape proposals proposed as an integral part of the Project, provide useable public spaces adjacent to the track alignment which form part of the broader extensive landscaping, from Estuary South to the Fosterstown Station. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the potential effects on the landscape during the Construction Phase will be slight/moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the loss of trees at the two private properties at the northern end (including Swords Veterinary Hospital) will expose the existing buildings and ancillary elements to view from the road. This represents a loss of visual amenity for the occupants of the properties and road users will experience the loss of the trees at this node point in the road, as a negative effect of the works. The construction hoarding around

the work area will obscure much of the lower-level construction paraphernalia, however given the relatively perched position of the open cut sections, the hoarding will present a greater visual presence when viewed from the lower road level. Magnitude of Visual change during the Construction Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be slight and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project landscape is designed to meet FCC's aspirations to improve connectivity across the R132 and to encourage pedestrian and cycle movement along it as part of the broader extensive landscaping proposal for the R132 under the proposed Project. As is the case for LLCA's 04, 05 and 06, the proposed design will provide a mix of inter-related and linked public spaces designed to provide a sustainable landscape specifically for the proposed Project but also by extension, to improve the general amenity, demeanour and biodiversity of the R132 corridor and adjacent lands. As such, the proposed Project represents a major enhancement of the existing landscape condition. The loss of the existing mature trees south of the existing roundabout, which though not all specifically protected, are nevertheless a relatively valuable landscape asset and their loss is however a negative aspect of the proposed Project. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (refer to Appendices, **Photomontage Nos. V07.1 to V07.5 inclusive**):

The proposed landscape design provides a diverse and much improved visual amenity along the R132 road than the existing small block of trees at the northern end, the fragmented roadside hedges and the adjacent fields currently offer. Given their elevated nature relative to the road, there will be little visual permeability into the adjacent lands to the east, however one's lateral visual focus will be taken by the diverse public realm proposals between road and the open cut, making for a much more interesting and stimulating prospect.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic will also increase in similar manner in order to drop-off or pick-up passengers. This is in positive contrast to the existing pattern of continual fast-moving traffic along the line of the road. Magnitude of Visual change during the Operational Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.8 LLCA 08; Airside Retail Park Junction with R132

Description of the proposed Project:

The alignment remains on the east side of the R132 and will be in open cut alongside the Retail Park car park and after crossing under Nevinstown Lane (cut and cover) stays in open cut until crossing under the R132 to the west. In order to achieve the required space to pass the retail park and to allow the service vehicle access and Fosterstown station drop-off facility, the demolition of Smyths Toy Store unit and car park reconfiguration are required. Several single storey residences on the east and then west sides require demolition in order to facilitate the construction of the R132 crossing. The route then proceeds southwards over open land towards the Airport. The demolition and reconfiguration of the access roads in this area also proposes an accompanying comprehensive landscape proposal of tree planting within the Retail Park car park with more formal hedge trims to the open cut sections. The existing road intersection will be reconfigured as part of the current proposals under the BusConnect scheme

improvements, and the proposed Project is designed to accommodate and integrate with that proposal.

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in significant works to the road intersection, car park and vehicular links within the Retail Park, which will involve a number of demolitions and the removal of existing trees, shrub vegetation and hedges. The space occupied currently by a number of the single storey dwellings south of the junction, will be replaced by track in open cut and have appropriate associated biodiverse planting. Magnitude of Landscape change during the Construction Phase is high.

Overall, the predicted effects on the landscape during the Construction Phase will be slight and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the reconfiguration of the Retail Park car park and the demolitions required will create visual effects. However, the quality of the visual environment is already low. The hoarding required will visually contain the lower level, ground-based clutter and will tend to prevent distant views and concentrate visibility along the road channels. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will assist in the rationalisation of the road junction and its relationship with the Retail Park. It will help improve connections across the R132 and into the Retail Park. The comprehensive landscape scheme proposed will improve the presentation and appearance of both the junction and the main arrival point to the Retail Park. The existing landscape is dominated by roads and the paraphernalia which accompanies large intersections such as this, but this will not change significantly beyond a measure of rationalisation of the ancillary items normally found. The relationship between the road junction and the car park will change slightly and will be adjusted within the proposals to accommodate signage and lighting. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V08.1 to V08.4 inclusive):

The appearance and presentation of the Retail Park and its car park as seen from the R132 will improve because of the proposed landscape scheme for this area. Visibility into and across the car park will be maintained and the protected distant views of Lambay Island to the east and St Columba's Church and Round Tower in Swords Town to the north will also be unaffected by the proposals. The approaches to the road junction will also marginally improve in terms of visual amenity. Magnitude of Visual change during the Operational Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.9 LLCA 09; Lands from Bolands Car Dismantlers to Naul Road

Description of the proposed Project:

The proposed alignment heads south from the R132 crossing (south of the Airside Retail Park) initially in cut crossing under the entrance road for the adjacent concrete works and subsequently rising to run approximately at ground level. It crosses several large, open agricultural fields, encountering one hedgerow and the Sluice River which will be culverted for a short section, as it approaches the proposed DANP of the tunnel section under Dublin Airport. The portal is proposed just north of the Naul Road within a poor-quality field featuring rough grasses, on land which rises relatively steeply up to the road. It is a relatively substantial concrete structure built into the rising ground. The electricity sub-station proposed for the eastern side of the alignment near the DANP will be located just north of the R132/Naul Road roundabout. Hedgerow and tree removal will be required to accommodate this and where this is carried out, replacement planting is generally proposed as part of the Project.

The design for Fosterstown Accommodation Bridge and access to McComish Ltd. is described in Chapter 4, Section 4.14.9

The design for Sluice River and Forrest Little Stream culverts is described in Chapter 4, Section 4.14.10

The design for DANP is described in Chapter 4, Section 4.15.2

The design for the grid connection at the ESNB sub-station (beside the DANP) is described in Chapter 4, Section 4.15.3

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in localised removal of vegetation and the construction of cuttings and embankments, levelling out the track gradient. Ground disturbance will be incurred during the execution of the works. Limited associated replanting is proposed of species related to the current vegetation. The proposed sub-station is to be constructed essentially within one field and retention of most of the boundary hedgerow and planting is indicated. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the predicted effects on the landscape during the Construction Phase will be slight and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. However, these will be limited due to the distance between the works and the view receptors who will be largely travelling in vehicles along the R132. The distance between the two increases as one moves south, where the road tends to dip below roadside embankments on its western side. The visual effects of the construction works will be greatest at the northern end where the works are located closest to the R132 road and at the southern end adjacent to the R132/ Naul Road roundabout where the sub-station is to be located. Magnitude of Visual change during the Construction Phase is low.

Overall, the predicted effects on the visual environment and on visual amenity during the Construction Phase will be slight and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed earthworks and associated proposed remedial planting will mature and heal any distant scars of the alignment which will be discernible in the shorter term. The DANP works and the nearby sub-station adjacent to the Naul Road Roundabout represent substantial building insertions but will have associated planting of a local and biodiverse nature which will help integrate these structures into the broader landscape. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the predicted effects on the landscape during the Operational Phase will be slight and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V09.1 to V09.5 inclusive):

The changes proposed over this expansive area are relatively small in the overall scale and are generally relatively distant from the vast majority of view receptors. The expansive views from the Naul Road northwards are retained and whilst the alignment and DANP works will be discernible they are relatively low impact in this context. Where the alignment is close to the road at the northern end and in the vicinity of the proposed sub-station, the visual effects will be more immediate. At the northern end the proposed Project will improve the visual environment and amenity. At the southern end, near the R132/Naul Road roundabout, the impact of the sub-station insertion will be negative. However, whilst the sub-station building finishes are specifically proposed to mitigate this new and substantial insertion into the local landscape, visual sensitivity is relatively low in these areas. The frequent movement of trains through this area will focus attention on the changed condition although this will generally be experienced from a distance. Magnitude of Visual change during the Operational Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be slight and negative.

27.5.4.10 LLCA 10; Dublin Airport

Description of the proposed Project:

At the DANP, the route of the proposed Project descends into a tunnel running under the Airport lands, ultimately emerging back to the surface at the DASP, south of the Old Airport Road in Dardistown. Dublin Airport Station will be located on this section of the route, just west of the Terminal 2 multi-storey car park, in an area used at present for surface car parking. This station will have an adapted cut and cover design to cater for specific requirements due to the airport connection. It is to be constructed in an underground box by means of cut and cover construction, with ventilation grilles, lift and staircases at surface level. Dublin Airport Station public realm is conditioned by the final definition of the DAA Master Plan and the Ground Transportation Centre (GTC) options, currently still under discussion by the stakeholder involved in the future development of the airport. The preliminary design accommodates the station features rising to ground level with enough flexibility to fit with the final design. It is proposed to follow the prevalent styling for the MetroLink Project with a canopy roof supported on v-form pillars with glazed curtain walling underneath. Just west of the construction site, is a covered walkway, beyond which is the Church of Our Lady Queen of Heaven, which is a protected structure.

The design for Dublin Airport station is described in Chapter 4, Section 4.15.4

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will require significant excavations and construction works to take place within a relatively small area (primarily existing surface car park), which is seriously restricted by the requirements of Airport operations remaining fully functioning. This is one small area of an expansive Airport campus which is continually evolving with new building developments and construction sites. Locally the impacts will be significant but within the overall Airport development, such impacts are to be expected. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the predicted effects on the landscape during the Construction Phase will be slight and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. The sensitivity to loss of visual amenity in this area is already low, except perhaps very locally around the Church of Our Lady Queen of Heaven (Protected Structure), views of which from other parts of the Airport to the east of the site, will be obscured by the required hoarding. Magnitude of Visual change during the Construction Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Construction Phase will be slight and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will provide a strategic connection for air passengers to areas within Dublin City via a station facility which is of high-quality design and well-integrated into the overall fabric of the Airport. Whilst the proposed building styling at the surface is that of the developed Metrolink brand, its design and finish are nevertheless entirely appropriate in the Airport context. In being of contemporary design, the station's surface elements integrate well, adding positively to the eclectic mix of airport buildings ranged around it, which were also designed in the contemporary style of their time. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the predicted effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (Refer to Appendices, **Photomontage Nos. V10-1 to V10-4 inclusive**):

The proposed station facility is of contemporary design, like most of the other adjacent buildings. Its scale, form and finishes are complimentary within the built context, though it is rather lower key than most of its neighbours. The proposed building form and finishes are entirely appropriate for the airport setting. It will therefore be appropriately integrated visually in its surrounding context. It is not of a scale or form that would compete or detract from the architectural qualities of the nearby Protected Structure on its western side.

There will be increased pedestrian activity in the vicinity of the station entrance and on the routes towards the terminal buildings, however this will be difficult to discern and also rather marginal, given the overall volumes of passenger traffic in this area generally. It may also be reasonable to assume that the existence of a high-speed rail link to the Airport from the city should lead to a decrease in vehicular traffic on the roads into and out of the Airport, as a secondary effect. Magnitude of Visual change during the Operational Phase is low.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be slight and positive.

27.5.4.11 LLCA 11; Lands South of Old Airport Road (Dardistown)

Description of the proposed Project:

In this area, the DASP and the main Dardistown Depot for the proposed Project will be located, providing facilities for the Operational Control Centre and facilities for train storage and maintenance. The proposed Project in this location covers an area of 19.5ha. It will involve the demolition of some small ancillary structures, the removal of hedgerows and adjustment of existing boundary lines adjacent to the existing sports pitches, including stream diversion. Significant loss of use of the recreational facilities can be avoided as the bulk of the proposed Project works will occur on existing agricultural

land. However, Whitehall Rangers Football Club will be relocated to DCC lands at Whitehall (TBC). The DASP is located in the north-east corner of this site and is a substantial concrete structure, facing south into the site. The main building elements for the depot will be constructed at ground level and are located to the south of the sports clubs, with marshalling yard to the west and track connections linking to the continuing main line, south of this. Provision is made for the Dardistown station along the main line in retained cut, south of the main depot buildings. The vehicular access into the depot site is proposed from the Old Airport Road at the current entrance to Starlights GFC. This includes amendment and upgrade of the existing entrance off the Old Airport Road and involves accommodation works, including pitch relocation, ball catch fencing and improved floodlighting. As an integral part of the Project, planting works are proposed to screen the depot from the sports pitches and the Old Airport Road beyond, as well as from distant viewpoints to the south. The depot site will be protected from pedestrian incursion by a 1.8m high meshweld fence around the site perimeter. The proposed depot will include extensive lighting of the facility which will introduce a significant change to the night-time characteristics of the site, given the current virtual absence of lighting across the site. The upgrading of floodlighting to adjacent pitches (at Starlights GFC) as part of the proposed works will also create visual impacts from the Old Airport Road.

The design for Dublin Airport South Portal (DASP) is described in Chapter 4, Section 4.15.6

The design for Dardistown Depot is described in Chapter 4, Section 4.16.2

The design for Dardistown Station is described in Chapter 4, Section 4.16.3

Potential Impacts at Construction Phase:

Landscape Impacts:

This is an extensive construction site and whilst the relatively flat nature of the site reduces the potential volume of earthworks, ground disturbance will be site wide. A limited quantum of hedgerow removal and open drain/stream diversion is also required to facilitate the works. The proposed Project will involve a significant increase in hard surfacing and the construction of storage, maintenance and office buildings coupled with ancillary elements including depot lighting and the complex array of OHLE required to convey trains. This stands in contrast with the extant agricultural finishes on the site. Magnitude of Landscape change during the Construction Phase is high.

Overall, the predicted effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. The site, being so extensive, is visible from some vantage points on the surrounding main roads, however it is also a flat site with relatively flat surrounds, so it takes very little at ground level to block or screen the existing views. During construction the bulk of the site operations will occur at ground level, until such times as the buildings begin to emerge, and these will be largely blocked by site hoardings around the perimeter. Visual amenity is not greatly affected since sensitivity is low and there are no views into the site of any quality. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will result in a functioning depot, accommodating the required facilities for operational control and for storing and maintaining the track and rolling stock. It is a practical and

utilitarian facility and the nature, style and finish of the constituent structures and built elements reflects its purpose. The accompanying landscape design also reflects this but also assists in successfully integrating this extensive facility within its landscape context. The existing landscape is expansive, relatively flat and utilitarian, so whilst the nature of its use will change, its fundamental landscape characteristics will be in many ways, similar. The relocation of boundaries between the depot and the sports pitches (including hedgerow removal/reinstatement and stream diversion) will create relatively small impacts in this context, in respect of landscape change. The proposed access to the depot involving amendment and upgrade of the existing Starlights GFC entrance and which includes accommodation works (e.g. pitch relocation, ball catch fencing and improved floodlighting), will create localised effects along the Old Airport Road. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V11.1 to V11.4 inclusive):

The proposed Project will be partially visible from several points on the roads around the site, however the proposed landscape works will effectively screen and/or integrate the main elements of the proposed Project within its visual environment. Sensitivity is low for this site, except perhaps for the several existing residences grouped north-west of the site, which back on to the proposed Project. A mix of screen planting and hedging is proposed to specifically address concerns in respect of visual amenity for the residents, however the inclusion of depot lighting will introduce changed characteristics of the adjacent visual environment at night. As an integral part of the Project, planting works are specifically proposed to screen the depot from the sports pitches and the Old Airport Road beyond, as well as from distant viewpoints to the south. The movement of trains will undoubtedly be discernible from parts of the adjacent roads, however the proposed screen planting across the site, as it matures, will effectively reduce any such impacts. The proposed depot will include extensive lighting of the facility which will introduce a significant change to the night-time characteristics of the site, given the current virtual absence of lighting across the site. The upgrading of floodlighting to adjacent pitches (at Starlights GFC) as part of the proposed works will also create visual impacts from the Old Airport Road. Magnitude of Visual change during the Operational Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be slight and negative.

27.5.4.12 LLCA 12a; Lands North of M50 Motorway

Description of the proposed Project:

This area is an extension of the agricultural lands at the depot site, southwards, up to the M50 Motorway. The alignment progresses southwards from Dardistown and rises on embanked earthworks to carry the track over the M50 east of Junction 4 (Ballymun/R108).

The proposed crossing over the M50 will consist of a composite platform structure, supported by a steel and concrete substructure on which the rail lines will be laid. The bridge deck will rest on a support structure consisting of two abutments at either end of the bridge and two piers situated in the median strips between the M50 mainline and ramps at Junction 4. It will also span both "on" and "off" ramps associated with this road junction.

The design for the M50 viaduct is described in Chapter 4, Section 4.16.4

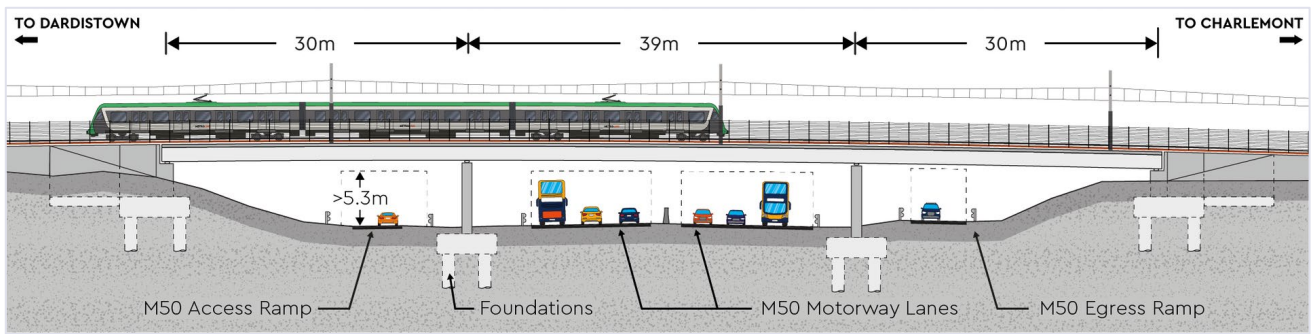


Diagram 27.62: Long Section Profile of M50 Viaduct

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in the partial removal of an existing hedge at the northern end of this area. To the south the track will be elevated on embankment to achieve the required crossing height over the M50. These are substantial earth forms in an existing landscape of similar forms which facilitate access between the motorway and the adjacent roundabout. The proposed bridge structure will also be allied to the double bridge structures carrying the existing junction roundabout over the motorway. The landscape proposals for this area include for planting of the embankments each side of the track with biodiverse woodland. This planting is extended to fill a substantial portion of the land take to the east of the embankment. The lands to the west will remain in agricultural use. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the predicted effects on the landscape during the Construction Phase will be slight and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. The embankment carrying the track up to bridge level is a significant new feature in the landscape which will be visible during construction, together of course with the bridge construction itself. The works will be visible from the motorway itself and from the Junction 4 bridge closest to the works, however these are views largely experienced by occupants of vehicles and tend to be rather fleeting. Magnitude of Visual change during the Construction Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Construction Phase will be slight and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project provides further embanked landforms and significant woodland plantings in an area which has had a recent history of similar forms of landscape change (at the M50, its slip roads and the Ballymun interchange). The existing landscape is of rather low value and the comprehensive proposals including substantial woodland planting can only enhance the existing condition. Magnitude of Landscape change during the Operational Phase is medium to low.

Overall, the predicted effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V12a.1 to V12a.2 inclusive):

Whilst this is a relatively open landscape, the only comprehensive views of it are to be obtained from the elevated vantage points around the existing road bridges nearby. The proposed embankment and

its associated proposed planting provide an appropriate visual anchor to the bridge as it projects over the motorway. The bridge is a rather slender structure, which with the planted embankment presents an ensemble which adds a positive and interesting element into this noisy and bustling area, particularly when viewed from the adjacent road bridge. The frequent movement of trains through this area will focus attention on the changed condition although this will generally be experienced from a distance. Magnitude of Visual change during the Operational Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be slight and positive.

27.5.4.13 LLCA 12b; Lands South of M50 Motorway

Description of the proposed Project:

The alignment crosses over the M50 and descends to ground level via embanked earthworks, through the grounds of the private residence known as St Anne's. It then crosses the Old Ballymun Road, following which the route descends into a tunnel. There is a derelict two storey house with red brick trim, at the site of the proposed Northwood Portal and a little further on is the derelict single storey gatehouse to Santry Lodge. To facilitate access to Santry Lodge and the houses and lands to its north, the Old Ballymun Road is to be split in two. The western arm will divert through the grounds of Santry Lodge to access the western side of the proposed Project alignment, while on the eastern side another arm would serve St Anne's, and the Tesco/Keelings distribution depot.

The design for the Northwood Portal is described in Chapter 4, Section 4.16.6.

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in the loss of significant vegetation including mature trees. The embankment required to carry the track from the M50 bridge down to existing ground level will require the removal of a substantial part of the garden of St Anne's (including the maze), the red brick house and the gatehouse to Santry Lodge. The alignment thence goes underground before progressing to Northwood station. Santry Lodge and the distribution depot east of the Old Ballymun Road will be separated by the track and the new configuration of roads accessing each side will be constructed. This complement of required works represents a significant landscape change for this area which will result in a much more open landscape with the MetroLink track running through the centre. The scale of the earthworks, route diversions and safety precautions required to construct the works in this area will result in significant land take for construction and restrictions to movement of vehicles and pedestrians through this area – this includes users of the footpath access to the western end of the park at Santry Demesne. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the major new embankment carrying the track through this area will be a significant feature which will restrict views across the site and visually will be at odds with the remaining landscape features which are of an inherently domestic scale. The interior of this area will also now be marginally more visible from the R108 to the west. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

*Potential Impacts during Operational Phase:***Landscape Impacts:**

The existing intimate atmosphere created by the enclosing vegetation, will be altered and this area will feel more open internally and to the west. The bulk of the trees to the east, within St Anne's and within the western end of Santry Park will not be impacted, however the proposed roadworks may affect the trees immediately adjacent to the eastern edge of the Old Ballymun Road. In between, the existing landscape features and buildings which are to be removed, at present effectively split the site but given the density of associated vegetation, one is not aware of a split - rather they represent a pleasant containing edge. They will however now be supplanted by a substantial wedge of fill with rail tracks on top. This new landscape feature also splits the site in two, but is now doing it so much more visibly, abruptly, and gracelessly. The associated planting work included within the Project proposals will assist to a small extent in integrating the raw, newly constructed Project within its altered surroundings. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be significant and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V12b.1 to V12b.3 inclusive):

Visual sensitivity in and around this site is low because there are very limited views into the site and within the site. The existing internal space is closed down by the density of existing vegetation. The demolitions and vegetation removal required as part of the Project proposals will open up greater visibility of the site interior from the Junction 4 roundabout and the R108 leading into Dublin city centre. The track on its embankment will be partially visible from these locations and partially screened by remaining and newly planted trees and scrub vegetation, however the frequent movement of trains through the area will focus attention on the changed condition. Visual impact on users of the footpath into Santry Park will be limited and localised to the extreme western end of the path, adjacent to the roadworks adjustments associated with the proposed Project. Magnitude of Visual change during the Operational Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and negative.

*27.5.4.14 LLCA 13; Northwood Avenue/R108 Junction (Northwood Station)**Description of the proposed Project:*

Northwood Station will be located diagonally under the R108 Ballymun Road close to the junction with Northwood Avenue and within short walking distance to Gulliver's Retail Park (300m), the Northwood Business Campus (450m) and the Northwood/Santry residential areas beyond. Northwood Station will have two separate station entrances, one on either side of the R108 Ballymun Road, to allow for ease of access. A drop-off facility is proposed to the east of the station on the Old Ballymun Road, close to the Northwood Avenue junction. This location will also be the launch site for the TBM which will tunnel as far as Charlemont on the south side of the city. A comprehensive landscape design proposal for the vicinity of the station (each side of the R108) will include an improved public realm, incorporating pedestrian and cyclist facilities together with proposals for appropriate tree planting and soft landscape finishes.

The design for Northwood Station is described in Chapter 4, Section 4.16.5.

*Potential Impacts at Construction Phase:***Landscape Impacts:**

The construction works will create little direct impact of note on this already poor-quality landscape, though the loss of the existing narrow screen of trees along the east side of the R108 and the scrub

vegetation, north of the Northwood Avenue junction may nevertheless be considered negative. The extensive launch site for the TBM, occupying most of the rough ground west of the R108 will be set up and hoarding erected. The required road diversions may also discommode travellers along the R108 to an extent. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the site set up for the substantial associated compound including the TBM launch site for the city tunnel, will create negative visual effects. Whilst local residents will see the construction works as a negative visual impact, most of the lower-level clutter associated with construction compounds will be screened from view by the hoarding around the perimeter. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be slight and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The existing landscape is of low value, however the proposed Project will result in an improved general public realm and landscape around the station, which connects into the urban context, both existing and planned. The station entrances either side of the road create an interesting gateway landmark feature, almost marking one's exit out of the city. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V13.1 to V13.4 inclusive):

In an otherwise featureless environment, the station entrances and their improved surroundings create a positive impact, particularly when travelling along the R108. Despite this low level but positive impact, visual amenity will be marginally improved in the local area.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be slight and positive.

27.5.4.15 LLCA 14; Ballymun Town Centre (Ballymun Station)

Description of the proposed Project:

The proposed Ballymun station will be located underground, just west of the Ballymun Road across the road from Ballymun Plaza and the Civic Centre, i.e. partly under the site of the old shopping centre (recently demolished) and on top of which a mixed-use redevelopment is planned. The design incorporates a broad section of new public realm, featuring; high quality paving; seating; bike parking; and street tree planting. The surface expression of the station includes; a single entrance with canopy; a row of five surface-mounted feature skylights; lifts and an emergency exit at each end.

The design for Ballymun Station is described in Chapter 4, Section 4.17.3.

*Potential Impacts at Construction Phase:***Landscape Impacts:**

The proposed construction works will take place over an extended stretch along the Ballymun Road within this very busy town centre area. The site will be hoarded off and the site set up will commence within it. The works will involve significant excavation works and subsequently construction works will proceed with the Project works gradually emerging up to ground level. The potential for disruption during construction will be largely limited to the local construction site area and will involve local pedestrian diversions. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. However, the available views are local to this short stretch of the Ballymun Road and the public square opposite. The visual impacts due to construction works have also been a recurring aspect of the broader visual environment in this area, thereby reducing sensitivities a little. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

*Potential Impacts during Operational Phase:***Landscape Impacts:**

The proposed Project will result in improvements to the public realm along the west side of Ballymun Road, adjacent to the recently demolished shopping centre site which was a poor-quality building. The proposed station is ideally located to encourage other new development above, in this town centre location. The proposed Project is taking place within an urban area which has seen marked change over the last 20-30 years as new developments spring up in place of older degraded buildings, as the development of Ballymun town centre slowly takes shape. The proposed Project is likely to assist in attracting the further development required to consolidate this area as Ballymun town centre and will be perceived by local residents as such. It will also be perceived as further continued positive change for the area, which includes the improved connection it brings to the city centre and the Airport. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V14.1 to V14.4 inclusive):

The quality of existing views is perceived as low and this has only improved marginally by the demolition of the poor-quality shopping centre west of Ballymun Road, particularly now that the shopping centre site (currently used as a surface car park) is perceived as a large gap site in the town centre. Ballymun Station and its physical manifestation on the surface will marginally improve the local visual amenity. However, the prospects for future development filling that gap are greatly improved by the insertion of the proposed station. In such circumstances, the prospects for realising the town centre as a vibrant and sustainable social place can at least be perceived as achievable.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.16 LLCA 15; Our Lady of Victories Church (Collins Avenue Station)

Description of the proposed Project:

The proposed Collins Avenue Station will be located adjacent to the R108 Road at the front of the grounds of Our Lady of Victories Church on the eastern side of the R108 Road. The entrance to the station and the bicycle parking facility will be at the closest end to the Ballymun Road/Collins Avenue crossroads to cater for the greater flow of passengers to/from Glasnevin Avenue and Collins Avenue. There will be 120 bicycle spaces at this station and the station location will allow for connections to the bus service on the R108 Road. The station design incorporates a broad section of new public realm and garden to the front of the church in contemporary style, featuring; high quality paving; seating; bike parking; and garden tree planting with swale planting and ornamental ground cover planting. The surface expression of the station below includes; a single entrance with canopy; a row of three surface-mounted feature skylights; lifts, vents and emergency exits.

The design for Collins Avenue Station is described in Chapter 4, Section 4.17.4

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed construction works will take place over an extended stretch along the Ballymun Road to the front of the church and will result in the loss of trees along Ballymun Road and disruption to use of the garden landscape to the front of the church during construction. Access to the front garden and the area closer to the road will be prevented as it will form part of the works area and as such will be hoarded off to public access and the site set up will commence within it. Existing trees will be removed and several small memorial artifacts within the garden will be removed and stored for later re-use as appropriate. The priest's grave and memorial stone will be retained and protected in situ. The construction will involve significant excavation works and subsequently construction works will proceed with the proposed Project works gradually emerging up to ground level. The potential for disruption during construction will be largely limited to the local construction site and compound and will involve local pedestrian diversions and local vehicle diversion to facilitate mass-going and the other the day-to-day operational functions related to the church. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, this is a settled area characterised by little visual change. The changes effected by the proposed Project extend over a substantial stretch of the main road and across the grounds to the front of the church, removing any screening/filtering of views to the church building and replacing it with a harder line of hoarding, which will at least screen much of the site activity during construction. The removal of several of the mature trees at the western end of the northern boundary of the church grounds is required to facilitate the works and will marginally reduce the screening effect between the church grounds and the residential properties along Collins Avenue to the north. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be significant and negative.

*Potential Impacts during Operational Phase:***Landscape Impacts:**

The existing garden landscape to the front of the church appears rather dated and tired, though it does provide an existing small recreational resource for parishioners and the local community. The proposals for the station will generally help enliven the space. The proposed public realm surrounding it and the garden set back nearer the church reflect the increased patronage expected and better define the very public space from the more passive and tranquil garden to the rear of this area, which is clearly related to the church. The new garden will however continue to offer a degree of privacy for the church from the road and remains a social space into which mass and church events can spill out. Vehicular and pedestrian access to the church will be rationalised under the proposed Project, in line with the church's requirements. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be significant and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V15.1 to V15.3 inclusive):

The design ensures the church will remain visible and identifiable from the road so that it can retain its local landmark status. Whilst the proposed built elements of the station will be evident, clear views to the church from the road and the residential properties beyond are maintained but softened by the proposed intervening planting. Views from the front of the church confirm the retention of the existing formality but within a more decorative contemporary garden. The improved quality of paving materials being employed accentuates that formal axis to the front of the church.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

*27.5.4.17 LLCA 16; Albert College Park (Intervention Shaft)**Description of the proposed Project:*

The Albert College Park intervention shaft is required to provide appropriate tunnel ventilation and to comply with tunnel fire safety strategy by providing egress between the tunnel and the ground surface so that passengers can escape and fire fighters can enter the tunnel. The intervention shaft comprises a rectangular concrete box (approximately 40m x 15m) at the upper level. Maintenance access roads from the R108 Ballymun Road and associated hardstanding area within the intervention shaft compound are also provided. The land take required for the intervention shaft will result in the loss of a 35m wide strip of land along the western boundary of the Park, towards the southern end of the Park. To maintain the existing playing pitch facilities, they are to be relocated and reorientated within the park. This also allows an increase in size for the 5-a side pitches.

The design for Albert College Park Intervention Shaft is described in Chapter 4, Section 4.17.5

*Potential Impacts at Construction Phase:***Landscape Impacts:**

The proposed Project will result in loss of existing mature trees along the western boundary of the Park, contiguous with the land take for the construction site. This will significantly alter the relationship between the Park and the Ballymun Road for this stretch of the works. The mature trees along the Hampstead Avenue boundary edge will not be affected. The existing hedge boundary along the outer

edge of the Park will also remain intact, except for breaks created to facilitate the access roads. Whilst the proposed Project includes for replacement tree planting around the intervention shaft facility there will be a time lag to their maturing, to match that of the existing trees. The reorganisation of the pitches can take place early in the construction, thereby limiting the time of their being out of use. Public access to the south-west corner of the park will be prevented as the site will be hoarded off. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the loss of the existing mature trees will create an increased intervisibility between Ballymun Road (and the properties west of it) and the interior of the Park. There will be a loss of visual amenity for the residents of those properties and for recreational users of the park. Magnitude of Visual change during the Construction Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project creates a slightly changed shape to the interior of the Park however it will be able to function as it currently does. The replacement tree planting at the intervention shaft site will mature and the gap created in the boundary tree line will, over time, be filled. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the predicted effects on the landscape during the Operational Phase will be moderate and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V16.1 to V16.5 inclusive):

Initially the increased intervisibility between the interior of the park and the residents across the Ballymun Road, will not be much diminished by the proposed replacement planting. Ultimately as the replacement tree planting matures, the visual environment and visual amenity offered by the Park will return to its current characteristics. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and negative.

27.5.4.18 LLCA 17; St Mobhi Road (R108) and Whitehall College of Further Education (Griffith Park Station)

Description of the proposed Project:

The Griffith Park Station will be located under the Home Farm Football Club grounds adjacent to the Whitehall College of Further Education on St Mobhi Road. There will be one entrance to this station, located at the southern end of the pitches closest to the College entrance. An underground bike parking facility is provided as part of the station design and there will be additional bike parking at ground level within the proposed public realm. The existing level difference between the football pitches and the road will be accentuated with a planted retaining wall which is set back at the southern end to create space for emerging passengers onto a new and more generous open public plaza. The retaining wall will be punctured to create the station entrance. The planted retaining wall carries back up along the road and will be punctured to provide accesses for servicing the station below. The public realm and associated planting will be lightly themed to relate to the nearby Botanic Gardens and references other

notable large single specimen evergreen conifers planted in this general area. The proposed station access will be to the north of the existing access to Whitehall College of Further Education. The designed station and public realm accommodate the relocation of the existing College entrance gates to a position set back further east on the existing College entrance road. The associated railings will be relocated to tie into the new gate location and the existing adjacent entrance to Griffith Park along the Tolka River, which remains, physically unaffected by the proposed Project.

The design for Griffith Park Station is described in Chapter 4, Section 4.17.6

The proposed Project is sufficiently setback from the existing boundary to allow for the provision of the BusConnects proposed layout at this location. Pedestrian and cyclist facilities along Mobhi Road will be enhanced as part of the proposed road design.

Potential Impacts at Construction Phase:

Landscape Impacts:

The proposed Project will result in the football pitch being out of commission for most of the Construction Phase. Initially there will be the loss of existing trees on the boundary at the upper pitch level – these are however poor-quality conifers and whilst once appropriate to stop wayward footballs, they have outgrown that function and are inappropriately dense and shade bearing in this context. The demolition of the existing retaining wall and removal of the associated railings will also result in significantly changed relationships along the road, however the erection of hoarding along the works perimeter will offset this change and screen much of the construction works from the properties across the road. The existing trees along St Mobhi Road (at road level) will be appropriately protected and will remain, unaffected by the works. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the removal of the pitch level trees and the existing wall and railings, will in the short term allow greater potential visibility of the construction site (pitchside) from the residential properties across the road but will admit more light onto the road. The existing roadside trees however, which will remain, provide a fair measure of continued screening. In addition, the construction hoarding to the site perimeter will also screen much of the construction site activity as seen from the residential properties across the road and from travellers along the road itself. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be very significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will provide a fully functioning station which further links local residents with the city centre and assists visitors and tourists to access the range of public attractions in the area (the Botanic Gardens, Griffith Park etc). The entrance to Whitehall College will be appropriately integrated into the new and more open public realm area, adjacent to the station entrance plaza. The reinstated pitch over the new station building will be back in use. The replacement planting at the western edge of the reinstated pitch will be more appropriately selected to improve biodiversity and scaled appropriately to its context. It will restore screening between the road (and properties along it) and the pitch, but it will not cast as much shade onto the road, or indeed onto the lower street trees which

currently compete with the existing conifers for light. Magnitude of Landscape change during the Operational Phase is medium.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V17.1 to V17.5 inclusive):

The interrelationship between the visual receptors (residents across the road and people using the road, its footpaths and cycle paths) and the soccer pitch, will ultimately be restored to a similar condition to that which currently exists, with some slight adjustments. The new retaining wall will be appropriately planted and will be a little more animated with openings for access and public use. The tree planting proposed for the upper pitch level will be more suited to its screening purpose without casting dense shade across the road below.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.19 LLCA 18; R108 and Railway at Royal Canal and Whitworth Road (Glasnevin Station and Interchange)

Description of the proposed Project:

There is to be a major transport interchange at Glasnevin Station, adjacent to Cross Guns Bridge on the Royal Canal, just north of Phibsborough Village. Prospect Road crosses the canal at this point, offering public transport options on several bus routes, while the canal is little used for transportation. Two railway lines (the Kildare and Maynooth lines) currently run beneath Prospect Road and parallel to the canal, but neither offers interconnection with the road, there being no railway station at this point. The works will involve improvements to the two existing railway lines in either direction and extending westwards by some distance to provide the required gradients. The proposed station at Glasnevin will provide a station box on the proposed alignment, interconnecting with the road and also facilitating the provision of a main line railway station serving both of the existing railway lines. The Glasnevin station box will be located on the western side of Prospect Road, occupying part of the space to the rear of the three-storey residential units in Dalcassian Downs at its northern end and running close to the Royal Canal at its southern end. In between, the station box will occupy part of the open space at Dalcassian Downs, the Brian Boru licensed premises, a terrace of three houses (in office use) and a retail furnishings store.

Glasnevin has been identified as a key proposed station, and in accordance with the NTA Greater Dublin Area Transport Strategy, taxi rank and drop-off facilities have been provided. These facilities are proposed to the north of the station in lands currently occupied by the Brian Boru car park, just south of the Dalcassian Downs open space and car park. A new access road from Prospect Road to these facilities will also provide access to the proposed bike parking and ancillary building north of the station.

The design for Glasnevin Station is described in Chapter 4, Section 4.17.7

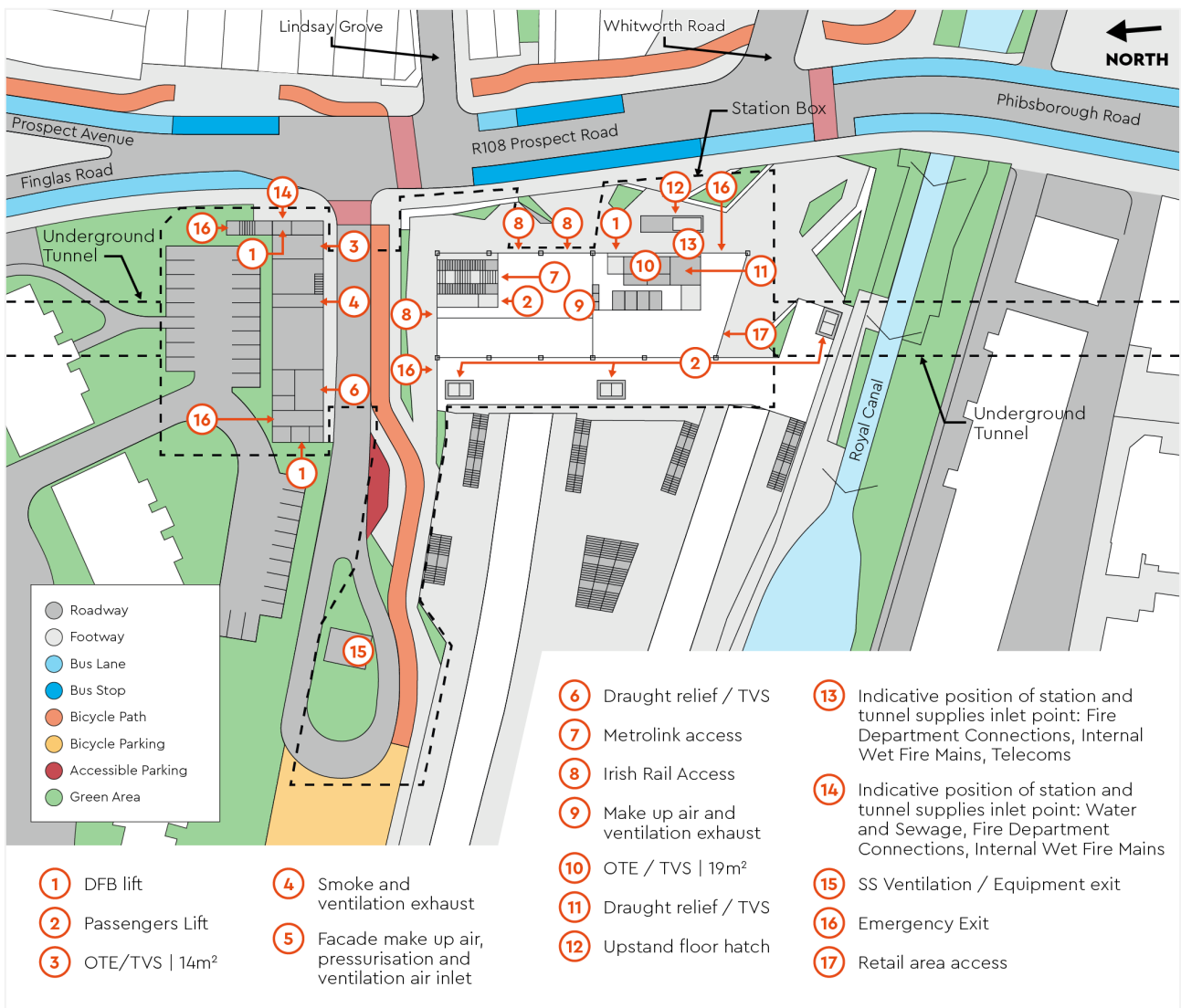


Diagram 27.63: Indicative Glasnevin Station Layout

The design for the proposed Project in this area will achieve an efficient interchange capability with the proposed Iarnród Éireann Station, as well as the proposed BusConnects project, cycling and taxi use. The associated public realm works along this section of Prospect Road, which are required to achieve this, form an integral part of the comprehensive landscape proposals included as part of the proposed Project at this site.

Potential Impacts at Construction Phase:

Landscape Impacts:

The construction of the station will necessitate the demolition of the licensed premises, the three houses and the carpet warehouse. These buildings are of varying quality and style and currently present a built edge to the road which is essentially an eclectic array (or mixed bag), amongst which the Brian Boru pub stands out. Prospect Road will be reconfigured and resurfaced as part of the construction works. This will require significant traffic management and will involve a range of diversions to allow the works to take place on a phased basis. It will be necessary to close the canal for a period during construction and to partly dismantle the Fifth Lock on a temporary basis. The largest part of the open space and car park attached to the southern end of the Dalcassian Downs residential estate, will be part of the construction works area and the majority of the existing mature trees and shrubs will be removed as part of the works. The railings and plinth wall fringing the eastern edge of this space and along the rear of the Prospect Road footpath are Protected and will be taken down in advance of the works and will be placed in storage and reinstated. The construction of the station requires the closure of the canal

towpath (Royal Canal Way) on the north side of the canal for the full length of the proposed Iarnród Éireann platforms. The canal towpath forms part of the proposed Royal Canal Greenway and also provides vehicular access to the residential Coke Oven Cottages to the west of the station and between the canal and the railway. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the demolition of several buildings along the western edge of Prospect Road and the removal of the Protected railings and existing trees at Dalcassian Downs, will significantly alter the visual environment and amenity of this local area. Much of the construction activity and works (at the lower level) will be obscured by the construction hoarding at the site perimeter. The excavation and sub-surface construction works involved are substantial and relatively protracted at this site and will involve increased additional construction vehicle movement, which will further impact on visual amenity. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will significantly alter the character and demeanour of Prospect Road. The removal of the existing buildings along its western edge and their replacement with a transport interchange and associated ancillary elements, all contained within a reconfigured and renewed public realm, offers the prospect of a broad improvement in how this area is perceived. By incorporating significant improvements in respect of the pedestrian and cyclist experience, it further proposes serious improvement of the place as one moves through it. One is invited to stop and look, shop, eat or alternatively, progress on one's journey via another form of public transport. Both the station building and the public realm improvements proposed will be of a high quality, incorporating high quality materials and finishes. Following the completion of the Construction Phase the canal towpath will be fully re-opened. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be significant and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V18.1 to V18.6 inclusive):

The significant improvements to the built environment proposed, as outlined above, will lead to a broad improvement in the visual amenity of this area. The more sensitive visual receptors (primarily adjacent residents and local people engaged in recreation) are likely to see the introduction of the simple unified form of the proposed station building in place of the several, existing diverse and generally poor-quality buildings on the station site, as a visual improvement. The associated proposed, and rationalised public realm also assists in the visual integration of the building within the existing built environment.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers, however these functions are accommodated in the dedicated spur off Prospect Road to the north of the proposed station building. Magnitude of Visual change during the Operational Phase is: High.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be significant and positive.

27.5.4.20 LLCA 19; Mater Hospital at Berkeley Road/Eccles Street (Mater Station)

Description of the proposed Project:

The proposed Mater station is to be located within the triangle formed by Eccles Street, Berkeley Road and the grounds of St Joseph's Church. The original building of the Mater Misericordiae University Hospital (more commonly known as the Mater Hospital) sits across Eccles Street from the small triangular park, known as the Four Masters Park, which sits in the centre of this space. The Park is essentially a private garden space, historically allied to and owned by the hospital. The station box is to run parallel to the south-eastern section of Berkeley Road, mainly beneath the Park, though with its northern extremity running beneath the junction of Eccles Street and Berkeley Road. The south-eastern corner of the station box will be located within the grounds of St Joseph's Church. The works area extends eastward along Eccles Street to the front of numbers 39 to 43 Eccles Street and will include the grounds of St Joseph's Church on its eastern side.

Mater Station is designed as a typical underground cut and cover station and there will be one entrance situated at the junction of Eccles Street and Berkeley Road. Due to the proximity of the station entrance to this junction, the proposed design includes the provision of shared space on Eccles Street to ensure sufficient space for exiting MetroLink passengers. This shared space extends southwards along Eccles Street and the paving included, relates to the main entrance and elevation of the Mater Hospital building. The road junction would also be reconfigured as part of the public realm proposals for the Project. The existing traditional granite kerbs and paving found along this section of Eccles Street and Berkeley Road will be reused and appropriately incorporated within these proposed works. There will be parking spaces for bicycles and Dublin Bikes provided within the public realm proposals. The proposed works will necessitate the removal of a substantial area of the park on a temporary basis, along with the perimeter railings, the nineteenth century memorial cross (The Four Masters Cross) and the sculpture (Healing Hands), dating from 2000. Whilst the station will be below ground, it will have a number of expressions on the surface, including ventilation grilles, air intake shafts, fire access lift, emergency escape stairs and the main entrance to the station. These will be placed along the Berkeley Road frontage, mainly within the park. Following the completion of the station box, the Park will be reinstated on the surface to a shape and form similar to the existing Park with updated planting, including new trees along each side of the triangle. The railings and gates, the Four Masters Cross and the sculpture will all be reinstated to slightly amended alignment and locations. The existing garden and grotto adjoining and within the grounds of St Joseph's Church will also be reinstated on the existing footprint and in similar style to the Four Masters Park proposals with proposed trees. This allows the accommodation of the introduced elements of the station which will now be expressed at surface level. It also ties in with the axial elements related to the original Mater building and which will be expressed in the proposed shared surface at its front.

The design for the Mater Station is described in Chapter 4, Section 4.17.8

Potential Impacts at Construction Phase:

Landscape impacts:

The proposed location of the Mater station in the Four Masters Park will affect both Eccles Street and Berkeley Road as well as the Park, during construction. The proposed works will necessitate the removal of a substantial area of the park on a temporary basis, along with the perimeter railings, the nineteenth century memorial cross (The Four Masters Cross) and the sculpture (Healing Hands). The existing mature trees within the Park will also require removal in order to carry out the works and can, of course, only be replaced with less mature specimens when the construction is complete. The garden area including existing trees and the grotto will also be removed, safely stored and subsequently reinstated. Magnitude of Landscape change during the Construction Phase is high.

Overall, the predicted effects on the landscape during the Construction Phase will be very significant and negative.

Visual impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the removal of the park and its mature trees represent a substantial negative loss of visual amenity during the period of the construction; for local residents; patrons of the cafes along Berkeley Road, opposite the Park; for visitors to the area; and for those passing through. Whilst the hoarding around the construction perimeter may well screen much of the construction activity, it will not screen the taller items of plant and machinery and it cannot compensate for the loss of the ambience created by the existing mature trees. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be very significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

On completion of the station box, the surface features would be substantially reinstated as per the project description outlined above. The Park and its surroundings will have been updated and improved, particularly in respect of the shared space to the front of the original hospital building, the refinement of the Park layout and the tree and plant species selection. The tree planting will however be relatively immature and will not enclose the Park or contribute much to the definition of the two adjoining streets for at least a period of approximately 7-10 years. Magnitude of Landscape change during the Operational Phase is low to medium.

Overall, the potential effects on the landscape during the Operational Phase will, in the longer term be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V19.1 to V19.5 inclusive):

Upon completion of the proposed Project, the visual amenity of the area will be largely restored, much to its existing condition though with some minor improvements. Over the initial period after completion of the construction, the maturity and ambience created by the existing trees cannot be matched. However, as the new trees mature, this too will return with views along the adjacent streets and into the Park, much as they were. The restoration of the open green park space within the triangle of buildings along with the proposed amendments to the original Mater Hospital section of Eccles Street, will again impart the tranquil qualities of the existing condition.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will, in the longer term be significant and positive.

*27.5.4.21 LLCA 20; O'Connell Street Upper (O'Connell Street Station)**Description of the proposed Project:*

The design for the O'Connell Street Station is described in Chapter 4, Section 4.17.9

The construction of the O'Connell Street Station is intended to be carried out either in conjunction with the development of the Dublin Central Site 2 scheme, proposed by Hammersons (the preferred option) or on a stand-alone basis (the default option). The applicants for both projects have agreed how the proposed Project can be appropriately accommodated and integrated within the Dublin Central scheme design, however the Dublin Central scheme is yet to be finalised and a definitive application prepared and submitted to Dublin City Council in pursuit of planning permission for the full development. Whilst

the footprint required for the Dublin Central Site 2 project extends further west (to Moore Street) than that required for the proposed stand-alone scheme, it should be noted that the footprint of the proposed station is the same for both. [The Dublin Central Project includes the whole of the land affected by the station proposal and a significant quantity of additional land extending from Moore Lane westwards to Moore Street and the lands from north to south between Parnell Street/O'Rahilly Parade and Henry Street]. Under both scenarios, the station is to be located below ground with accesses to the station being provided on the eastern side, on the site of the present number 44 O'Connell Street Upper and on the west side onto Moore Lane to the rear of the site presently occupied by the offices at 46-49 O'Connell Street Upper. In the preferred option the Dublin Central Project will include the provision of the new buildings above, incorporating the station structure below ground with dedicated access facilities at street level. In the default option, in addition to the construction of the station box structure, the proposed Project will include the required demolitions, protection of Protected Structures and facades and the provision of the proposed station entrance structures, all of which would otherwise be included within the scope and content of the Dublin Central Project scheme. In addition, within the default option, the hoardings preventing access over the station site, will be provided and maintained until an approved over-site scheme receives planning permission and is constructed. Along O'Connell Street, these hoardings will include full scale reproductions depicting the existing facades, where these are to be demolished as part of the default proposed Project. Along Moore Lane these are to be hoardings, faced with depictions of historical events relevant to this area.

The demolitions required include the protected structures at 43, 44, 52-54, 57 and 58 O'Connell Street Upper except for the façades, which are to be retained in-situ. Numbers 45 and 55-56, which are not protected structures, but are included in the NIAH, would also be demolished. In order to support the facades of those buildings between 43 and 58 O'Connell Street Upper that are to be retained, it will be necessary to backfill the cellars to the front so as to ensure that there is sufficient bearing capacity to support the shoring that will be required during construction. This will necessitate paving reinstatement of the adjacent affected footpaths. These works and the façade shoring structures will therefore be required and form part of the Proposed Project under the default option.

The preferred option for the realisation of O'Connell Street station, is as an integral part of an approved and constructed Dublin Central Project scheme. The Dublin Central Project masterplan proposes a new high quality public realm, including the development of new streets, lanes and public spaces and the upgrading of Moore Lane and Henry Place. As such it is likely to be broadly welcomed and is likely to give rise to positive landscape and visual effects. The development of the station (located below the eastern side of the future proposed Dublin Central Project) will assist as part of that Project to bring new life and intensity to the area. As proposed under the default option, whilst the new station entrances will be more stand-alone and appear as somewhat naked structures, they are not inherently likely to have a major visual presence, being contained within and surrounded by the bespoke false facades/hoardings.

The design for the preferred option scheme has not currently been finalised, submitted for planning or indeed approved. As such, the Landscape and Visual impacts of the station within it, whilst expected to be relatively small in the context of the scale of that scheme, cannot be readily or reliably assessed at this point in time. The design for the default option has however been outlined and photomontages for it are included in the prepared photomontages for the overall proposed Project. The default option is therefore capable of assessment and accordingly, it alone is assessed below. If, however, the relevant part of the Dublin Central Project (i.e. including the O'Connell Street station) were to receive planning approval and commence on site in the interim, it is proposed that it would be under the aegis and umbrella of that project that the station would be realised.

Potential Impacts at Construction Phase:

Landscape impacts:

The proposed demolition of existing buildings on the site and their facades fronting onto O'Connell Street, together with the retention of the protected facades, with their associated shoring-up structures and associated works will result in substantial impacts and a changed landscape for the whole O'Connell Street area. However, the early insertion of false façades (depicting the existing individual buildings at

full scale) in place of the demolished facades, will help retain the sense of a continuous façade bounding the western side of O'Connell Street and will prevent an otherwise fractured appearance with substantial gaps along the street. Thirteen of the mature trees in the O'Connell Street footpath adjacent to the proposed Project site will be removed to allow the main footpath to step out, around the shoring structures which are supporting and protecting the retained facades. These changes are mirrored (apart from the loss of trees), on the western side of the station site, along the eastern edge of Moore Lane, albeit on a much smaller scale and in a less sensitive, localised context. Here the hoarding will be 3 metres in height and finished on the outer side with images and/or artistic illustration which may relate to the local history of the area. The station will be constructed from within the site perimeter/hoarding, commencing with the site preparation works, demolitions and then the excavation works. The construction of the station structure would subsequently commence and gradually rise towards surface level. During and following the construction, the urban landscape will be substantially changed within the site area and there will now be an open or vacant quality to the area within the hoarding. Since most of the station construction takes place at a level below the surface and there is little of height proposed above ground level (other than the two station entrance structures), this quality will persist through to completion and beyond, until an approved Dublin Central Project Site 2 scheme (or other such approved scheme) incorporating the station, commences on the site above. Whilst this condition may initially be considered to be 'temporary' or 'short-term', the duration of the effects is actually currently indeterminable. There would be no significant landscape effects, either direct or indirect, created by the proposed Project upon the National Monument at 14-17 Moore Street.

Magnitude of Landscape change during the Construction Phase is medium-high.

Overall, the potential effects on the landscape during the Construction Phase will be: significant and negative.

Visual impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the required demolitions, albeit supplanted with the proposed false facades, together with the retained and protected, shored-up facades would maintain the existing sense of a continuous containing edge along the west of O'Connell Street, one which will also screen the on-going construction works behind. However, the shoring elements will introduce a visually disruptive element along this O'Connell Street facade. This, together with the loss of the mature trees along the western side of O'Connell Street, adjacent to the site, significantly alters views along the length of O'Connell Street Upper. The false facade structures along O'Connell Street, which are intended to be 'temporary' will however be kept in place until such times as an approved over-site development commences and as such will be evident in all views along the street for an indeterminate period. From the west, the almost entire removal of the buildings, walls and gates along the site boundary with Moore Lane might normally be expected to yield open views across the site or into the site over hoarding of a standard height, however the proposed higher height hoarding (3m) with the bespoke pictorial finish will substantially prevent this and will tend to take the eye, reducing potential negative visual effects. Views into the site and beyond, to the rear of the retained and false facades on O'Connell Street, may however still be gained from several, more distant vantage points. The existing visual amenity within O'Connell Street is high, however the changed prospects offered in the interim period between building demolitions and the erection of the proposed false facades are considerably diminished – this will however be temporary until the false facades are in place. Whilst the existing visual amenity in the Moore Lane area is not high, it can be said that the prospects offered by the proposed Project would be likely to improve it. Pedestrian activity along the western side of O'Connell Street Upper is likely to be substantially reduced due to the demolition of the existing shops, restaurants etc currently trading there. There would be no significant visual effects, either direct or indirect, created by the proposed Project upon the National Monument at 14-17 Moore Street.

Magnitude of Visual change during the Construction Phase is medium-high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be: significant and negative.

*Potential Impacts during Operational Phase:***Landscape impacts:**

The proposed site for the O'Connell Street station has been underutilised and semi-derelict for some years. There is therefore considerable potential for new development to bring new life to the area, whether this is as part of the future proposed Dublin Central Project or as a stand-alone MetroLink project.

The landscape impacts created during the period of construction of the proposed Project will largely persist beyond completion, with only the site construction activity and the associated plant and machinery required to construct the proposed Project works having been removed from the site. The site perimeter as expressed by; the retained façades (protected and shored up) and; the erected false façades along O'Connell Street, together with; the 3 metres high pictorial hoarding along Moore Lane will remain through the Operational Phase of the proposed Project. Whilst the removed thirteen mature trees along O'Connell Street will be replaced (with semi-mature specimens), this cannot take place until an appropriate point in the construction of an approved over-site development. Similarly, the false facades and hoardings, together with the shoring structures for the retained facades, will remain in place until it is appropriate to remove them, presumably in the context of an approved over-site development commencing. This condition will therefore persist for an indeterminable period. During the interim period, the existing sense of completeness to O'Connell Street Upper will remain altered, no businesses will be operating at street level and the sense of place it creates will remain diminished. There would be no significant landscape effects, either direct or indirect, created by the proposed Project upon the National Monument at 14-17 Moore Street.

The magnitude of Landscape change during the Operational Phase is medium-high.

Overall, the potential effects on the landscape during the Operational Phase will be: significant and negative.

Visual impacts (Refer to Appendices, Photomontage Nos. V20-1 to V20-13 inc.):

The visual impacts created during the period of construction of the proposed Project will largely persist beyond completion, with only the site construction activity and the associated plant and machinery required to construct the proposed Project works having been removed from the site. The site perimeter as expressed by; the retained façades (protected and shored up) and; the erected false façades along O'Connell Street, together with; the 3 metres high pictorial hoarding along Moore Lane will remain through the Operational Phase of the proposed Project. Whilst the removed thirteen mature trees along O'Connell Street will be replaced (with semi-mature specimens), this cannot take place until an appropriate point in the construction of an approved over-site development. Similarly, the false facades and hoardings, together with the shoring structures for the retained facades, will remain in place until it is appropriate to remove them, presumably in the context of an approved over-site development commencing. During the interim period, the visual amenity of the adjacent streets, and particularly O'Connell Street will continue to be negatively impacted. This condition will therefore persist for an indeterminable period. The presence of operating station entrances onto O'Connell Street and Moore Lane and the pedestrian traffic associated with them will have an important positive impact on the landscape and visual character of the surrounding urban areas. This may offset somewhat, the reduction of pedestrian traffic caused by the removal of the trading businesses along O'Connell Street Upper, required to allow the construction of the new station. There would be no significant visual effects, either direct or indirect, created by the proposed Project upon the National Monument at 14-17 Moore Street, however direct access to the Monument may be improved somewhat, and it is possible that patronage may increase slightly as a result.

The magnitude of Visual change during the Operational Phase is medium-high.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be: significant and negative.

[The Landscape and Visual effects relating to the insertion of the O'Connell Street station as described above, will be experienced by all receptors. It is important to note that whilst these effects may be considered necessary and even acceptable in the context of proposed new development and broader urban renewal in this part of the city, the proposed Project at this particular site would only represent a part of this process and is dependent on a subsequent over-site development completing such new development/urban renewal. The prospect of the created effects persisting for an extended, protracted or indeterminate period of time may not be so acceptable to most receptors].

27.5.4.22 LLCA 21; Tara Street/Townsend Street/Poolbeg Street (Tara Station)

Description of the proposed Project:

Tara Station will be located alongside the elevated DART railway line, aligned in a north-west to south-east direction. The station box is constrained by Poolbeg Street to the north and Townsend Street to the south. The north-west end of the station box lies between the junction of Tara Street and Poolbeg Street, the alignment crosses Luke Street, and the south-east end is confined by Townsend Street. There will be two entrances to the station at street level to cater for the large number of commuters at this strategic location, one at the north-west end onto Poolbeg Street near the Tara Street junction and one at the south-east end onto Townsend Street, adjacent to the arches. Tara Station is designed as a cut-and-cover station, which will require the demolition of existing built structures over the alignment, namely the College Gate complex and Sport Fitness Marckievicz. As part of the proposed Project, the public realm at ground level will be modified, with the creation of a new pedestrianized linear plaza linking Townsend Street, Luke Street and Poolbeg Street, following the MetroLink alignment. The area above the station is to become an open plaza with green space including street furniture, lighting and planting. The underground station will be expressed on the surface by the two station entrances and canopies, three aligned skylights and associated ancillary elements including lifts, vents, services inlets etc, all of which are accommodated within the proposed public realm design. Tara Station will act as a multi-modal interchange station between MetroLink and DART+ rail line. The main point of interchange between the two stations will be via the southern station entrance. Townsend Street will be reduced to single lane traffic for a short section fronting the station's southern entrance, from just east of the Dublin Fire Brigade Building up to the DART railway line. This provides more pedestrian space at the station entrance. As part of the proposed public realm design, Luke Street will be converted to a shared space for cyclists and pedestrians, including provision of a two-way cycle track between its junctions with Poolbeg Street and Georges Quay. Several bus stops are proposed on the revised Luke Street to provide interchange opportunities with both DART and the proposed Project. Poolbeg Street will be reduced to one lane to accommodate more space for pedestrian and cyclists.

The design for the Tara Station is described in Chapter 4, Section 4.17.10

Potential Impacts at Construction Phase:

Landscape Impacts:

Apart from the Irish Times building on the corner of Tara Street and Townsend Street, the proposed Project will result in the demolition of all buildings contained within the triangle bounded by Tara Street, Townsend Street and the DART line elevated and arched structure. Luke Street will be closed off, preventing direct access down the street and onto George's Quay. The station will be constructed from within the site hoarding perimeter, commencing with the excavation works. The station structure will subsequently commence and gradually rise to surface level, at which point the public realm works will then commence and be completed. Following the extensive demolitions, the urban landscape will be totally changed and there will now be an open or vacant quality in this area. Since most of the station construction takes place at a level below the surface and there is little of height proposed above, this quality will persist through to completion. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. Currently there are few opportunities to get a clear view into this site. The demolitions proposed will create an openness to the site and new and broad views of other buildings in the city will emerge, e.g. Liberty Hall will be visible across the site from Townsend Street, until such times as other developments on adjacent sites are completed (or indeed those on this site which may be permitted in the future). Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

*Potential Impacts during Operational Phase:***Landscape Impacts:**

The extensive demolitions within this site will initially create an open or vacant atmosphere which will be in contrast to its current sense of being occupied. This will not change much as a direct result of the station construction alone. However, when the hoarding is struck, the rationale for the openness will at least become apparent. The proposed Project creates vacant plots which are intended for future development, backing on to the Irish Times building and it is possible that these will be taken up and developed during the period of construction for the proposed Project. As this happens, the public plaza provided on top of the station will be further defined and its rationale confirmed. The public realm works proposed will provide a very generous and much needed open space in this densely developed part of the city centre, complete with the softer landscape elements not commonly found in this part of the city. With complimentary active uses at ground level (cafes, shops and restaurants) within the future development, or indeed perhaps the railway arches, the plaza would be reinforced as a very busy and bustling new part of the city, which would represent a major change from its current state. Magnitude of Landscape change during the Operational Phase is high.

Overall, the potential effects on the landscape during the Operational Phase will be moderate and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V21.1 to V21.5 inclusive):

The proposed Project will create a significantly altered landscape within this area, one which will be positive in its urban context. The existing visual amenity around the site is rather low however the additional light resulting from the demolitions of existing buildings may improve that a little in the short term. The developing prospects for the site may improve visual amenity rather more in the longer term. The proposed Project clearly offers the potential for complementary development to run alongside the proposed Project and as this occurs the positive changes become very significant for this site and this part of the city. The visual amenity of this area will be greatly improved through the provision of public open space with significant planting including street trees. The broader, clearer views of the historic railway arched structure, created through the proposed demolitions and the provision of the adjacent open space will also enhance the quality of the views within this area.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrances with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.5.4.23 LLCA 22; St Stephen's Green East

Description of the proposed Project:

The station at St Stephen's Green is to be located along the northern end of the eastern side of St Stephen's Green Park, partly within the enclosed section of the park and partly outside the railings in the adjacent footway and roadway. The station is to be below ground, which will necessitate excavating a substantial area, prior to which a number of items will need to be removed. This includes significant numbers of mature trees within the park and a row of street trees in the pavement outside the railings. Sections of the park railings, bollards, lamp standards and paving outside the park, the Wolfe Tone memorial and the Famine memorial will also need to be removed and appropriately stored off site, during construction. Within the park there are short stretches of railing bordering the entry to the park from the gates on the eastern perimeter and there are low iron railings bordering the paths alongside the lawns; these will also have to be removed within the construction area. The design approach is to reinstate the existing surface landscape and to replicate as far as possible, the current condition. This means the memorials, railings, lamp standards and paving are to be reinstated on completion of the work and trees are to be planted to replace those removed.

This underground station design (as usual) includes new above-ground elements which need to be incorporated within the reconstructed public realm and park- these are indicated in Diagram 27.58 below. The station entrance is to be near the north-eastern corner of the Park at the rear of the Wolfe Tone monument, close to the eastern railings. Smoke, ventilation exhaust and other vents are to be located within the park, along with inlets, draught relief/TVS/equipment exit and OTE. Other ground-level elements, including lifts, emergency exits, OTE/TVS and supplies inlet are to be located outside the park, alongside the road margin. The provision of "pop ups" associated with the station will require alterations to the current road layout locally. The proposed road layout accommodates BusConnects proposals at this location.

Enhanced pedestrian and cyclist facilities are provided in the vicinity of the station. The footpath at the junction of Hume Street will be widened to cater for the heavy pedestrian movement.

The design for the St Stephen's Green Station is further described in Chapter 4, Section 4.17.11.

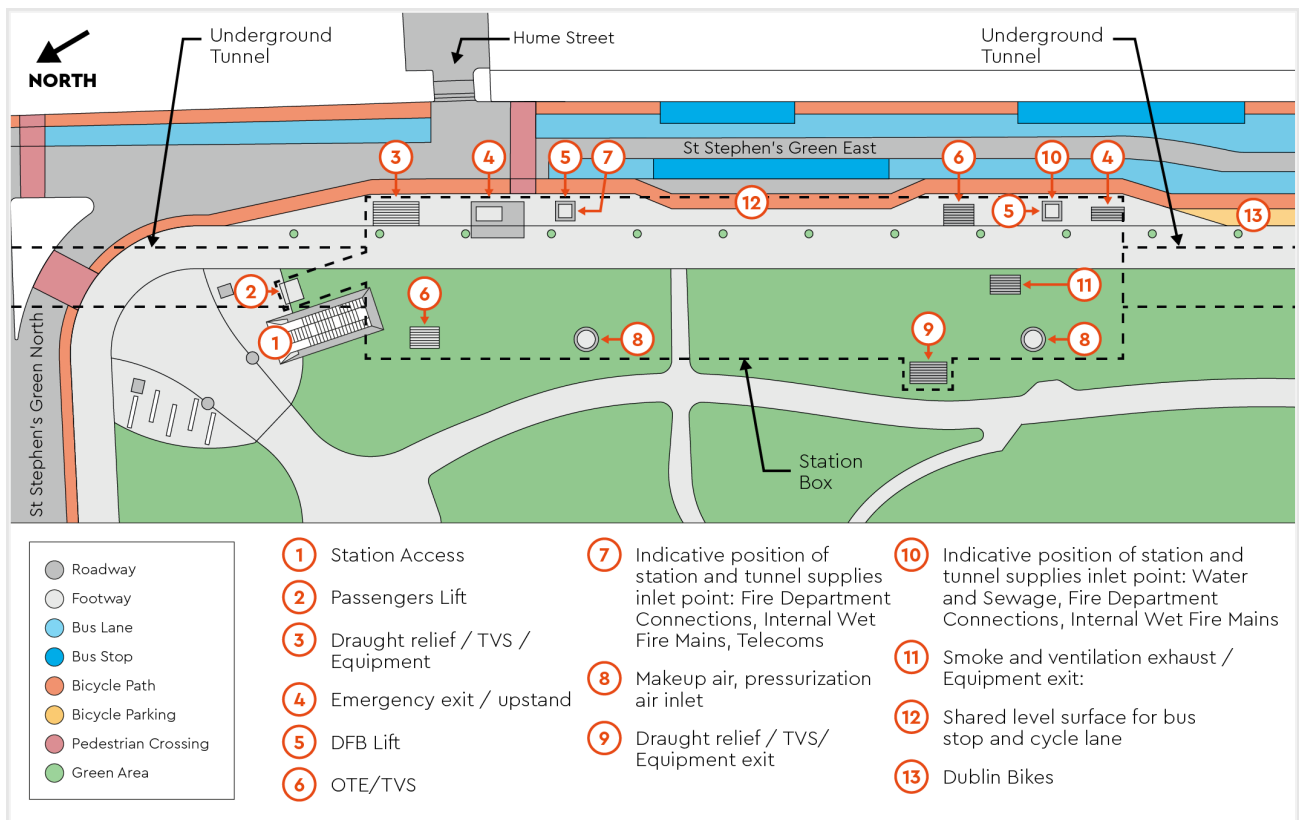


Diagram 27.64: Indicative St Stephen's Green Station Layout

Potential Impacts at Construction Phase:

Landscape Impacts:

The construction of the proposed Project will commence with the identification and removal of the existing site furnishings which are to be stored for later incorporation into the finished scheme. The identification and removal of trees from the site area will quickly follow. This includes significant numbers of mature trees. The proposed design approach for the public realm over and around the station at St Stephen's Green is to construct the station underground with sufficient cover (including drainage layers, subsoil and topsoil) to be able to replace and reinstate the surface works in order to replicate as far as possible, the current landscape features and condition. Whilst it is feasible to remove, store and replace at a later stage, items like the railings, gates, plinth walls, bollards, lamp posts, paving and kerbs, it is not feasible to do so for the mature trees. Instead, new replacement tree planting at smaller sizes will be required to feasibly reinstate the cover currently provided but this will take time to mature to similar levels. The station will be constructed from within the site hoarding perimeter, commencing with the excavation works. The station structure will subsequently commence and gradually rise to surface level, at which point the public realm works will then commence and be completed.

The Wolfe Tone memorial, including the stone columns and the Famine memorial will be removed into storage before commencement, for the duration of the works and will be re-erected in a new location further into the park at the completion of the works. The works to the public realm include the widening of the footway on the northern side of Hume Street. This will have a potential impact on the surviving historical paving and coalhole covers in the street. Magnitude of Landscape change during the Construction Phase is high.

Overall, the potential effects on the landscape during the Construction Phase will be very significant and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. In addition, the removal of all surface elements including significant numbers of mature trees along the eastern edge of the Park will take place. This will have a very significant negative effect on the visual amenity currently associated with the park, particularly for residents and workers in the immediate vicinity and the city centre, for visitors and tourists. Views along St Stephen's Green East, from the eastern end of St Stephen's Green North and from within the Park will be particularly affected and there will be greater intervisibility between the eastern side of the Park and St Stephen's Green East. Magnitude of Visual change during the Construction Phase is high.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be very significant and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposals for the Project aim to reinstate the existing landscape faithfully as far as is practicable within the constraints which are known to apply. It is feasible to do this, however, as has been set out above, it is not feasible to imbue the replacement planting with the level of maturity, the 'weight' or the 'volume' of the existing tree planting which needs to be removed. This aspect of this approach to restoration of the Park edge will take time.



Diagram 27.65: Aerial View of the North-East Corner of St Stephen's Green Park (Existing)

It may be acknowledged that the proposed works can apply a level of mitigation which would go some way to reinstating the disturbed part of 'the Green', however, beyond any potential for reinstatement, replacement or restoration, it would be difficult to offset impacts on the maturity and wholeness of this place. Magnitude of Landscape change during the Operational Phase is high.

Overall, the predicted effects on the landscape during the Operational Phase will be very significant and negative.

Visual Impacts (Refer to Appendices, Photomontage Nos. V22.1 to V22.6 inclusive):

Once the reinstatement works are completed the severe negative effects of construction will be partially moderated, however the edge of the park along the section of required works, will appear rather raw, small-scaled and immature, especially when directly compared with the remaining untouched sections. These contrasts will reduce over time, though it may take a significant period before they may be described as imperceptible.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrance with peaks at commuting times. Magnitude of Visual change during the Operational Phase is high.

Overall, the predicted effects on the visual environment and on visual amenity during the Operational Phase will be very significant and negative.

27.5.4.24 LLCA 23; Grand Canal to Dartmouth Road (Charlemont station)

Description of the proposed Project:

Charlemont Station will be built south of the Grand Canal, just east of the elevated section of the Luas Green Line and the Charlemont Luas stop. The station site will adjoin the rear of houses and/or rear gardens in Dartmouth Square to the east and will project under the street at Dartmouth Road at the southern end of the proposed station. The station will be integrated with the redevelopment of the Carroll's Building which includes the site behind it to the south, as far as Dartmouth Road. This development is currently under construction and the design for the proposed Project at this location has been coordinated with the developers of the Carroll's site. The station site and the new development in the Carroll's Building will share the open space at ground level. There will be a new road within the footprint of the development site between Dartmouth Road to the south and Grand Parade to the north, which will also serve as access to the basement of the new development. There will be two entrances to the station, one to the north in a rather confined space close to Grand Parade and one located to the south within an area of open space, which will also include an emergency exit and most of the bike parking allied to this station. The northern station entrance canopy is aligned with the internal street. The smaller associated surface elements (including lifts, TVS draught relief, inlets, TVS equipment exit, accessible parking and bike parking) will also be arranged along this street alignment, adjacent and parallel to the rear gardens of the Dartmouth West properties. The design provides interchange between MetroLink and the Luas Green Line by including linkage between the station's north entrance at street level and the elevated Luas Green Line stop, via the new concourse to the Carroll's building which leads to a new staircase and lift located to the front of the Carroll's Building. The public realm proposals for this station site are limited to this strip along the north of the Carroll's Building and the area around the south entrance to the station. The space for the south entrance will be created by the demolition of the existing two storey red brick fronted commercial building currently occupying this site on Dartmouth Road. The proposals for this area include tree planting and bike parking. Charlemont Station is the southern terminus of the proposed Project.

The design for Charlemont Station is described in Chapter 4, Section 4.17.12

Potential Impacts at Construction Phase:

Landscape Impacts:

The bulk of the proposed station at Charlemont is located under the Carroll's development and its surface expression is limited to the north and south ends, i.e. the canopied station entrances and relatively minor works around them and also the staircase and lift up to the Charlemont Luas stop. The proposed Project will therefore impact in a relatively small way on these localised areas around the station entrances, particularly in light of the current construction of the permitted scheme above it. The

visual impact on the residents of Dartmouth Square West of this proposed Project specifically, as opposed to the ongoing current construction of the development above will occur after the latter is effectively complete and will be limited to relatively small areas at the northern and southern ends of the development. The development currently under construction, when completed, will also substantially screen the later proposed elements from view when being constructed. Impacts may also focus more on the potential impact of the staircase and lift upon the front elevation of the protected Carroll's Building. Magnitude of Landscape change during the Construction Phase is medium.

Overall, the potential effects on the landscape during the Construction Phase will be moderate and negative.

Visual Impacts:

The common/recurring construction elements listed in Section 27.5.2.2 will be evident at this site. Normally in such circumstances where two developments are taking place beside each other, or as in this case, on top of one another, it would be quite difficult for receptors to differentiate the visual impacts created by one (the proposed Project) from the visual impacts created by the other (the Carroll's Building development). Presumably this will be decided by the fact that the respective programmes for completion are likely to be years apart. The specific impacts created by the proposed Project, which include the surface elements (including canopies, lift housings, street furniture and planting works) as well as the access stairwell up to the Luas stop, will be comparatively small, but they will also be the second tranche of visual disruption in the area within a relatively short period after the first. Magnitude of Visual change during the Construction Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Construction Phase will be moderate and negative.

Potential Impacts during Operational Phase:

Landscape Impacts:

The proposed Project will bed into its local surroundings fairly quickly after completion of the construction works and certainly after the MetroLink is open for business. The proposed public realm and landscape works, although very limited, represent an improvement over the existing baseline condition and will mature further into the future. The station entrances are marked distinctly by the simple canopies in the same style, materials and finishes as elsewhere in the project. They are relatively small architectural elements in dark neutral tones which readily integrate with their surroundings. The proposed staircase and lift from Grand Parade footpath level up to the platform level of the Charlemont Luas stop are combined into a relatively simple structure, which whilst being visible within the front elevation of the Carroll's Building do not make a major negative impact from a Landscape and Visual perspective. The proposed Project will have at worst, only a marginal effect on the rear of the Dartmouth Square West properties and none on Dartmouth Square as a whole. Magnitude of Landscape change during the Operational Phase is low.

Overall, the predicted effects on the landscape during the Operational Phase will be slight and positive.

Visual Impacts (Refer to Appendices, Photomontage Nos. V23.1 to V23.6 inclusive):

The primary visual receptors at this station site, at the northern end, are those recreational walkers and cyclists using Grand Parade and Charlemont Place across the canal. This might include visitors and tourists as well as local residents. As the proposed development elements which will be visible from here are relatively small scale, visual impacts are expected to be of rather limited scale. The new build element of the Carroll's Building development is located to the rear of the Carroll's Building and close to the Luas line, leaving the required space at surface level for the access street running along the eastern side of the site, between Grand Parade and Dartmouth Road. Occupiers of the residential properties along Dartmouth Square West will therefore have relatively open views from higher levels, across the proposed surface level street, towards the Carroll's Building development which is located away from

their properties. These views will be an improvement upon the former warehouses which previously graced the centre of this site and an improvement on an unfinished condition which could result in the absence of the proposed Project. The work of the proposed Project which is to follow the Carroll's building development does not impact greatly upon the visual amenity of those who may ultimately be overlooking the finished development. At the southern end of the site the residents of three red brick fronted, two-storey houses will now face out onto a pleasantly planted open space encapsulating a station entrance as opposed to the rather block-like two-storey commercial building which almost appears to confront them. Many in such circumstances would consider the proposed Project as preferable, however the expected increase in pedestrian activity generated by the proposed Project may detract a little from that view.

There will be increased pedestrian and bicycle activity in the vicinity of the station entrances with peaks at commuting times. Vehicular traffic may also increase marginally in similar manner, in order to locally drop-off or pick-up passengers. Magnitude of Visual change during the Operational Phase is medium.

Overall, the potential effects on the visual environment and on visual amenity during the Operational Phase will be moderate and positive.

27.6 Mitigation Measures

The term 'mitigation' is commonly used to refer to the measures proposed to prevent, reduce and where possible offset any significant adverse effects, including landscape and visual effects. As outlined in section 27.5.3.4, there are three main categories of mitigation measures applicable to the proposed Project:

- Primary mitigation measures which are developed through the iterative design process and which have become integrated or embedded into the proposed Project design;
- Standard construction and operational management practices for avoiding and reducing environmental effects; and
- Secondary mitigation measures, designed to address any residual adverse effects remaining after primary measures and standard construction practices have been incorporated into the proposed Project.

27.6.1 Primary Mitigation Measures Included in the proposed Project

The inclusion of measures to avoid, reduce and offset significant adverse landscape and visual effects forms an inherent part of the brief and design thinking of the various disciplines involved in the development of the design for the proposed Project. A major part of the landscape design for the project has therefore involved the identification and retention of valuable landscape assets where possible and feasible, across the proposed Project. This includes existing mature trees, historic pavings, railings and street furniture elements. It has also involved the preparation of outline landscape proposals for the hard and soft landscape required to integrate the various constituent parts of the proposed Project, to integrate the project appropriately with adjacent lands and land uses, and to provide such solutions with appropriate functional, sustainable, and aesthetic characteristics which address both the current and the planned circumstances of the relevant area. These proposals include for example, the provision of tree and woodland planting which effectively replace trees unavoidably lost as a result of the alignment, design and construction of the proposed Project – this forms part of the embedded primary mitigation included within the landscape design. In most circumstances however, the designed planting as proposed is more appropriately scaled to the pertaining landscape context and is invariably more biodiverse than the baseline planting lost. These aspects of the proposed Project go beyond the requirements of mitigation and are in effect improvements over and above the baseline, which may often be referred to as "enhancements".

The assessment of predicted effects as set out in Section 27.5.4, takes the landscape design proposals into account, as submitted in outline, but does not include such enhancements or indeed some aspects of detailed design which should be included to further reduce potential adverse landscape and visual effects. In addition, the measures required to properly establish, maintain, manage or monitor the new

'soft' landscape features, in particular, are not included in the submitted proposals, but these are aspects of the planting which are required to ensure sustained effectiveness. These are all measures which are therefore included within the secondary mitigation measures outlined in Section 27.6.3, below.

The design rationale and detail employed across the proposed Project (as submitted) seeks to mitigate potential negative effects on the landscape character and visual amenity of the area by incorporating the following primary mitigation measures:

- Identification and retention of existing mature trees of good quality, through adjustment of the alignment, location of structures/buildings and the outline design of the proposed Project;
- Comprehensive proposals for hard and soft landscape works, including tree and hedgerow planting to offset the effects of net loss due to the proposed Project;
- Where cut and cover sections of track and/or station boxes underground are to be planted over, the inclusion of sufficient appropriate substrate and adequate drainage to allow tree planting and growth for posterity. There is a general requirement for a minimum depth of 1.5m growing medium in such circumstances.
- In support of the proposed Project's objective to improve biodiversity, the inclusion of species-rich planting and wildflower meadows of primarily native species (and pollinator friendly plant species where deemed appropriate) as part of the planting strategy;
- Design of an integrated relationship between the proposed development and the broader landscape beyond, incorporating as appropriate, aspects of historic, current and emerging trends in terms of form, scale, texturing, colour and materials;
- The insertion, positioning and detail of the various elements of the proposed Project, in order to create a unified and harmonious whole for each Local Landscape Character Area and to assist in appropriate visual assimilation within the fabric of the respective subject sites;
- Rationalisation of all services elements and any other potential visual clutter and its incorporation underground, in ducts (as far as practically possible) in order to reduce visual clutter and to prevent/reduce the potential for disruption of surface finishes in the future;
- Simplification, rationalisation and legibility of the proposed routes and ground patterns within the outline design;
- Use of appropriate materials - the proposed external surfaces are finished in materials complimentary to the historic, traditional and the prevalent materials already featuring in the respective areas;
- The provision of appropriate public open space incorporating green spaces, meeting places and/or play spaces which are designed to meet the modern needs of the adjacent local communities, whilst being respectful of any historic significance of the relevant areas;
- The provision of public uses within the development, in order to facilitate public access and permeability and to assist in activating public spaces. This includes the creation of a considered relationship between the buildings/structures and the adjacent proposed external spaces;
- Incorporation of high-quality designed station structures (including canopies, lift housing, cycle parking structures etc) which are low key, small scale, and of simple design, finished in appropriate materials and where possible with a high proportion of glazing;
- The use of appropriate OHLE structures e.g. at ground level (and near ground level) sections, the use of OCS (as opposed to OCR) which uses upright structures 45m apart and finished to minimise visual impact;
- Incorporation of pedestrian and cycle facilities and linkage as integral features throughout the proposed Project;
- Incorporation of sustainable urban drainage systems, incorporating associated biodiverse planting as a strategic approach to draining finished ground surfaces; and
- Incorporation of appropriate lighting to ensure public safety and to accentuate as appropriate, in a manner that is respectful of ecological priorities and the need to minimise energy consumption.

Standard Construction and Operational Practices Included:

- The mitigation measures proposed during the Construction Phase, revolve primarily around the implementation of appropriate site management procedures during the construction works – such

as the storage of materials, placement of compounds, control of vehicular access, control of site/compound lighting and effective dust and dirt control measures. These standard mitigation measures are further influenced by the specific working methods employed and are outlined in Chapter 5 (MetroLink Construction Phase) and may also be contained in the outline Construction and Environmental Management Plan (CEMP), which will be prepared for the project and which is continuously updated as the project proceeds.

- Whilst the location and siting of the proposed stations are necessarily where they will secure maximum patronage of the completed transportation system, a key specific measure to reducing landscape and visual impact is the siting of construction compounds and tunnel launch sites in locations where a minimum of advance clearing is required, i.e. generally large flatter areas of low-quality landscape and low visual sensitivity.

Operational procedures relating to the project as a whole, are outlined in Chapter 6 (MetroLink Operations & Maintenance). These also are not necessarily specific to the avoidance or reduction of landscape and visual effects, so where appropriate such measures if required are included within the secondary mitigation measures proposed in Section 27.6.3 below.

27.6.2 Secondary Mitigation Measures

The measures requiring further detail, agreement and inclusion in the proposals, in order to address residual adverse effects remaining (after primary measures and standard construction practices have been incorporated into the proposed Project), include:

- **A:** The specific proposals to ensure the effective retention of existing mature trees, where such is included within the proposed Project. These would normally contain specific measures relating to the protection and maintenance of tree root zones during construction (robust protective fencing, supplementary watering etc), which may need to be specific to individual trees and relate to the characteristics of the relevant tree species. However, they also generally require designed features incorporated within adjacent proposed hard landscape works areas to ensure protection and continued development of tree root systems;
- **B:** Details of the designed substrate and drainage provision over cut and cover sections of track and underground station boxes which are to be planted over. There is a general requirement for a minimum depth of 1.5m growing medium/substrate in such circumstances and adequate surface/subsurface drainage and/or permeability of soil substrates must be provided and maintained;
- **C:** Appropriate detailed design of the incorporated biodiverse planting in the proposed Project, which should be developed in collaboration with the project ecologist and employ considered applied ecological techniques, safeguards and future management strategies;
- **D:** Details of all soft landscape proposals, including planting and seeding works. These should include detailed proposals (and schedules as appropriate) in respect of all ground preparation (including any soil ameliorants etc), plant species/cultivars, numbers/densities, sizes, presentation/rootball preparation, planting methods and initial maintenance for each softworks area;
- **E:** In sensitive locations, residual landscape and visual effects may be significantly reduced through the inclusion in the proposed planting of relatively mature specimen trees. Where considered appropriate and feasible, details of such planting proposals need to be provided for agreement with the relevant authority. This should include: details of the tree species mix, numbers, density and sizes proposed; the tree preparation, presentation, transportation, lifting and placement techniques proposed, as well as; the proposed ground preparation, rootball securing technique, backfill materials and methods, and the specific establishment maintenance proposals for each. These are required to minimise risk to tree establishment and maximise their viability and future rates of growth;
- **F:** Details of the arrangements for taking-in-charge of all the external works, including open/green/planted areas to be maintained by the relevant maintaining authority. This should include drawings defining areas to be handed over/taken-in-charge and a schedule/programme for inspection and hand over/taking-in-charge, naming the appropriate authority;

- **G:** Details of the proposed maintenance and management strategy for all planting, which should include the proposed initial period of establishment for which the Contractor/Contracting authority will be responsible. This should also include appropriate/agreed parameters for monitoring performance in terms of expected growth and/or rates of cover over the initial establishment period, details of the maintenance operations proposed over the period for each type of planting proposed and a schedule of suggested maintenance operations required in the first five years after handover to the maintaining authority;
- **H:** Details of landscape hardworks proposed for the public realm associated with each station, to include: paving materials, edgings and kerbs, street furniture and signage. Details of how existing conserved elements are to be incorporated within the proposed design;
- **I:** Details of fencing, mesh netting etc used within the project which includes the use of dark-toned, neutral colours (dark grey/black) and non-reflective finishes (if appropriate/practical) in order to ensure these elements are visually recessive. This assists significantly in reducing visual impact;
- **J:** The lighting strategy proposed for the public realm, particularly in respect of lighting intensity, timing control/periodicity, colour temperature and control of light spillage. This should include details of the lighting elements within the public realm associated with each station, particularly in respect of luminaire and column type, height, finish etc.

27.7 Residual Impacts

27.7.1 Introduction

Any effects that remain after assessment and after mitigation is taken into account, are referred to as 'Residual Effects'. Where mitigation is assessed as having beneficial effect, this will be reflected in the 'significance of residual effect', as compared to the 'significance of predicted effects'. The summary tables below

(Table 27.13 to Table 27.16 inclusive), summarise the Landscape and Visual Effects for the Construction and the Operational Phases, respectively.

Table 27.13: Summary of Landscape Effects – Construction Phase

Local Landscape Character Area (LLCA) Classification/category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (construction practices – refer to 27.6.2)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
01 Estuary	Medium	High	Significant	Negative	Short term	✓	Significant & negative
02 Lissenhall Medieval Bridge	Medium	Medium	Moderate	Negative	Short term	✓	Moderate & negative
03 R132/Balheary Park	Low – Medium	High	Moderate	Negative	Short term	✓	Moderate & negative
04 Estuary r'bout – Seatown Rd r'bout	High	High	Very significant	Negative	Short term	✓	Very significant & negative
05 Seatown r'bout – Malahide Rd r'bout	High	High	Very significant	Negative	Short term	✓	Very significant & negative
06 Malahide Rd r'bout – Pinnock Hill r'bout	Medium	High	Significant	Negative	Short term	✓	Significant & negative

Local Landscape Character Area (LLCA) Classification/category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (construction practices - refer to 27.6.2)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
07 Pinnock Hill r'bout – Airside Retail Park	Low – Medium	Medium	Slight/Moderate	Negative	Short term	✓	Slight/Moderate & negative
08 Airside Retail Park junction with R132	Negligible – Low	High	Slight	Negative	Short term	✓	Slight & negative
09 Bolands car dismantlers – Naul Rd	Low	Medium	Slight	Negative	Short term	✓	Slight & negative
10 Dublin Airport	Low	Medium	Slight	Negative	Medium	✓	Slight & negative
11 Dardistown	Low	High	Moderate	Negative	Medium	✓	Moderate & negative
12a M50 Bridge and lands north of M50	Low	Medium	Slight	Negative	Short term	✓	Slight & negative
12b M50 Bridge and lands south of M50	Medium	High	Significant	Negative	Short term	✓	Significant & negative
13 Northwood station	Low	High	Moderate	Negative	Medium	✓	Moderate & negative
14 Ballymun station	Medium	Medium	Moderate	Negative	Medium	✓	Moderate & negative
15 Collins Avenue station	Medium	High	Significant	Negative	Medium	✓	Significant & negative
16 Albert College Park intervention shaft	Medium	Medium	Moderate	Negative	Short term	✓	Moderate & negative
17 Griffith Park station	Medium	High	Significant	Negative	Medium	✓	Significant & negative
18 Glasnevin station	Medium	High	Significant	Negative	Medium	✓	Significant & negative
19 Mater Hospital station	High	High	Very significant	Negative	Short term	✓	Very significant & negative
20 O'Connell Street Upper station	High	High	Significant	Negative	Medium	✓	Significant & Negative
21 Tara station	Low	High	Moderate	Negative	Medium	✓	Moderate & negative
22 St Stephen's Green station	High	High	Very significant	Negative	Medium	✓	Very significant & negative
23 Charlemont station	Medium	Medium	Moderate	Negative	Medium	✓	Moderate & negative

Table 27.14: Summary of Visual Effects – Construction Phase

Local Landscape Character Area (LLCA)	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (construction practices – refer to 27.6.2)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
01 Estuary	Medium	High	Significant	Negative	Short term	✓	Moderate & negative
02 Lissenhall Medieval Bridge	Medium	High	Significant	Negative	Short term	✓	Significant & negative
03 R132/Balheary Park	Low – Medium	High	Moderate	Negative	Short term	✓	Moderate & negative
04 Estuary r'bout – Seatown Rd r'bout	High	High	Very significant	Negative	Short term	✓	Significant & negative
05 Seatown r'bout – Malahide Rd r'bout	High	High	Very significant	Negative	Short term	✓	Significant & negative
06 Malahide Rd r'bout – Pinnock Hill r'bout	Medium	High	Significant	Negative	Short term	✓	Moderate & negative
07 Pinnock Hill r'bout – Airside Retail Park	Low	Medium	Slight	Negative	Short term	✓	Slight & negative
08 Airside Retail Park junction with R132	Low	High	Moderate	Negative	Short term	✓	Moderate & negative
09 Bolands car dismantlers – Naul Rd	Low	Low	Slight	Negative	Short term	✓	Slight & negative
10 Dublin Airport	Low	Medium	Slight	Negative	Medium	✓	Slight & negative
11 Dardistown	Low	High	Moderate	Negative	Medium	✓	Slight & negative
12a M50 Bridge and lands north of M50	Low	Medium	Slight	Negative	Short term	✓	Slight & negative
12b M50 Bridge and	Low	High	Moderate	Negative	Short term	✓	Moderate & negative

Local Landscape Character Area (LLCA)	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (construction practices – refer to 27.6.2)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
lands south of M50							
13 Northwood station	Negligible – Low	High	Slight	Negative	Medium	✓	Slight & negative
14 Ballymun station	Medium	Medium	Moderate	Negative	Medium	✓	Slight & negative
15 Collins Avenue station	Medium	High	Significant	Negative	Medium	✓	Moderate & negative
16 Albert College Park intervention shaft	Medium-High	Medium	Moderate	Negative	Short term	✓	Moderate & negative
17 Griffith Park station	Medium-High	High	Very significant	Negative	Medium	✓	Significant & negative
18 Glasnevin station	Medium	High	Significant	Negative	Medium	✓	Significant & negative
19 Mater Hospital station	High	High	Very significant	Negative	Short term	✓	Significant & negative
20 O'Connell Street Upper station	High	High	Significant	Negative	Medium	✓	Significant & Negative
21 Tara station	Low	High	Moderate	Negative	Medium	✓	Moderate & negative
22 St Stephen's Green station	High	High	Very significant	Negative	Medium	✓	Very significant & negative
23 Charlemont station	Medium	Medium	Moderate	Negative	Medium	✓	Slight & negative

Table 27.15: Summary of Landscape Effects – Operational Phase

Local Landscape Character Area (LLCA) Classification/ category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (secondary – refer to 27.6.3, A-J)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
01 Estuary	Medium	High	Significant	Negative	Permanent	A, C, D, F, G, H, I	Moderate & Negative
02 Lissenhall Medieval Bridge	Medium	Medium	Moderate	Positive	Permanent	A, C, D, F, G	Moderate & Positive
03 R132/Balheary Park	Low – Medium	Low	Slight	Positive	Permanent	A, B, C, D, F, G, I	Slight & Positive
04 Estuary r'bout – Seatown Rd r'bout	High	Medium	Significant	Positive	Permanent	A, B, C, D, E, F, G, H, I	Significant & Positive
05 Seatown r'bout – Malahide Rd r'bout	High	Medium	Significant	Positive	Permanent	A, B, C, D, E, F, G, H, I	Significant & Positive
06 Malahide Rd r'bout – Pinnock Hill r'bout	Medium	Medium	Moderate	Positive	Permanent	A, B, C, D, F, G, H, I	Moderate & Positive
07 Pinnock Hill r'bout – Airside Retail Park	Low – Medium	Medium	Slight	Positive	Permanent	A, B, C, D, F, G, H, I	Moderate & Positive
08 Airside Retail Park junction with R132	Negligible – Low	High	Slight	Positive	Permanent	B, C, D, F, G, H, I	Slight & Positive
09 Bolands car dismantlers – Naul Rd	Low	Medium	Slight	Negative	Permanent	B, C, D, F, G, I	Imperceptible
10 Dublin Airport	Low	Medium	Slight	Positive	Permanent	B, C, D, F, G, H	Moderate & Positive
11 Dardistown	Low	High	Moderate	Negative	Permanent	A, B, C, D, F, G, H, I	Slight & negative
12a M50 Bridge and lands north of M50	Low	Low – Medium	Slight	Positive	Permanent	C, D, F, G, I	Slight & Positive
12b M50 Bridge and	Medium	High	Significant	Negative	Permanent	A, C, D, F, G, H, I	Moderate & Negative

Local Landscape Character Area (LLCA) Classification/ category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (secondary – refer to 27.6.3, A-J)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
lands south of M50							
13 Northwood station	Low	Medium	Slight	Positive	Permanent	B, C, D, F, G, H, I	Moderate & Positive
14 Ballymun station	Medium	Medium	Moderate	Positive	Permanent	B, C, D, F, G, H	Moderate & Positive
15 Collins Avenue station	Medium	High	Significant	Positive	Permanent	A, B, C, D, F, G, H	Significant & Positive
16 Albert College Park intervention shaft	Medium	Medium	Moderate	Negative	Permanent	A, B, C, D, F, G, H, I	Moderate & Negative
17 Griffith Park station	Medium	Medium	Moderate	Positive	Permanent	A, B, C, D, F, G, H, I	Moderate & Positive
18 Glasnevin station	Medium	High	Significant	Positive	Permanent	A, B, C, D, F, G, H, I	Significant & Positive
19 Mater Hospital station	High	Low – Medium	Moderate	Positive	Permanent	A, B, C, D, E, F, G, H	Moderate & Positive
20 O'Connell Street Upper station	High	High	Significant	Negative	Indeterminate	D, E, F, G, H, J	Significant & Negative
21 Tara station	Low	High	Moderate	Positive	Permanent	B, C, D, F, G, H	Significant & Positive
22 St Stephen's Green station	High	High	Very significant	Negative	Permanent	A, B, D, E, F, G, H	Significant & Negative
23 Charlemont station	Medium	Low	Slight	Positive	Permanent	B, C, D, F, G, H	Slight & Positive

Table 27.16: Summary of Visual Effects – Operational Phase

Local Landscape Character Area (LLCA) Classification/category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (secondary – refer to 27.6.3, A-J)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
01 Estuary	Medium	High	Significant	Negative	Permanent	A, C, D, H, I, J	Significant & Negative
02 Lissenhall Medieval Bridge	Medium	Medium	Moderate	Positive	Permanent	A, C, D, J	Moderate & Positive
03 R132/Balheary Park	Low – Medium	Medium	Moderate	Negative	Permanent	A, C, D, I, J	Slight & Negative
04 Estuary r'bout – Seatown Rd r'bout	High	Medium	Significant	Positive	Permanent	A, C, D, E, H, I, J	Significant & Positive
05 Seatown r'bout – Malahide Rd r'bout	High	Medium	Significant	Positive	Permanent	A, C, D, E, H, I, J	Significant & Positive
06 Malahide Rd r'bout – Pinnock Hill r'bout	Medium	Medium	Moderate	Positive	Permanent	A, C, D, H, I, J	Moderate & Positive
07 Pinnock Hill r'bout – Airside Retail Park	Low	High	Moderate	Positive	Permanent	A, C, D, H, I, J	Moderate & Positive
08 Airside Retail Park junction with R132	Low	High	Moderate	Positive	Permanent	C, D, H, I, J	Moderate & Positive
09 Bolands car dismantlers – Naul Rd	Low	Medium	Slight	Negative	Permanent	C, D, I	Imperceptible
10 Dublin Airport	Low	Low	Slight	Positive	Permanent	C, D, H, J	Moderate & Positive
11 Dardistown	Low	Medium	Slight	Negative	Permanent	A, C, D, H, I, J	Slight & Negative
12a M50 Bridge and lands north of M50	Low	Medium	Slight	Positive	Permanent	C, D, I	Slight & Positive
12b M50 Bridge and lands south of M50	Low	High	Moderate	Negative	Permanent	A, C, D, H, I, J	Slight & Negative
13 Northwood station	Negligible – Low	Medium	Slight	Positive	Permanent	C, D, H, I, J	Moderate & Positive
14 Ballymun station	Medium	Medium	Moderate	Positive	Permanent	C, D, H, J	Moderate & Positive
15 Collins Avenue station	Medium	Medium	Moderate	Positive	Permanent	A, C, D, H, J	Moderate & Positive
16 Albert College Park intervention shaft	Medium – High	Medium	Moderate	Negative	Permanent	A, C, D, H, I, J	Slight Negative
17 Griffith Park station	Medium – High	Medium	Moderate	Positive	Permanent	A, C, D, H, I, J	Moderate & Positive
18 Glasnevin station	Medium	High	Significant	Positive	Permanent	A, C, D, H, I, J	Significant & Positive

Local Landscape Character Area (LLCA) Classification/category	Evaluation of Baseline Sensitivity (High, Medium, Low, Negligible)	Evaluation of Magnitude of Change (High, Medium, Low, Negligible)	Significance of Predicted Effects (Imperceptible, Slight, Moderate, Significant, Very significant)	Quality of Effects (Positive, Neutral, Negative)	Duration of Effects (Temporary, Short term, Medium, Long term, Permanent)	Mitigation (secondary – refer to 27.6.3, A-J)	Significance of Residual Effects (Imperceptible, Slight, Moderate, Significant, Very significant)
19 Mater Hospital station	High	Medium	Significant	Positive	Permanent	A, C, D, E, H, J	Significant & Positive
20 O'Connell Street Upper station	High	High	Significant	Negative	Indeterminate	D, E, F, G, H, J	Significant & Negative
21 Tara station	Low	High	Moderate	Positive	Permanent	C, D, H, J	Moderate & Positive
22 St Stephen's Green station	High	High	Very significant	Negative	Permanent	A, D, E, H, J	Significant and Negative
23 Charlemont station	Medium	Medium	Moderate	Positive	Permanent	C, D, H, J	Moderate & Positive

27.8 'Do Nothing' Scenario

If the proposed development were not to proceed, the constituent parts of the subject sites would presumably (in terms of landscape and visual impact), remain in their present form for a period and continue to change or evolve in a manner and at a similar rate as currently experienced. In such circumstances the current land uses would also presumably continue. All existing trees, hedgerows and other planting would presumably continue to grow and mature, subject to their maintenance and management by the site occupiers/maintaining body.

27.9 Difficulties Encountered

There were no significant difficulties encountered in compiling information for this assessment.

27.10 Glossary

Term	Meaning
Alignment	Alignment refers to the three-dimensional (3D) route of the railway, considering both the horizontal and vertical alignment.
Assessment of Effect	The assessment of changes arising from the development that is being assessed.
Baseline Conditions	The environmental and community conditions within an environmental impact assessment area prevailing at the present time or a point in the future without the proposed development in place.
Conservation Area	A statutory cultural heritage designation that requires notice (currently six weeks) to be given to the local planning authority prior to the commencement of any tree works.
Construction compound	An area occupied temporarily for construction-related activities. The main construction compounds will act as strategic hubs for core project management activities (i.e. engineering, planning and construction delivery) and for office-based construction personnel. The main construction compounds will include: offices and welfare facilities, workshops and stores, and storage and laydown areas for materials and equipment (e.g. aggregate, structural steel, and steel reinforcement).
Easement strip	During construction, easement strips will be located along the proposed railway alignment within AZ1 and AZ3 to aid construction of retained cutting, cut and

Term	Meaning
	cover, elevated track and surface track sections. The easement strips will range between 10m and 25m wide on either side of the alignment. A portion of these strips will be retained as permanent features for rail maintenance purposes during the Operational Phase.
Enabling works	These are works to prepare a site in advance of the main construction works, for example, demolition, removal of vegetation, land levelling.
Environmental Impact Assessment (EIA)	An iterative process used to identify, predict and mitigate the likely significant beneficial and adverse environmental impacts of a proposed project.
European Landscape Convention (ELC)	The first international convention to focus specifically on landscape. It is dedicated exclusively to the protection, management and planning of all landscapes in Europe.
Grassland	Area in which the vegetation is dominated by a nearly continuous cover of grasses
Intervention shaft	Required to allow access for the fire and rescue service in the event of an emergency underground; to allow control of smoke in the event of fire in the tunnel; and to maintain the tunnel air quality and temperature within prescribed limits during periods of train service congestion.
Intervention tunnel	A tunnel parallel to the railway tunnel to provide emergency access
Landscape	An area, as perceived by people, the character of which is the result of the action and interaction of natural or human factors.
Landscape Characteristics	Those combinations of elements which are particularly important to the current character of a landscape, and which give an area its distinctive sense of place.
Landscape Effects	Effects on the landscape as a resource in its own right.
Landscape Receptors	Defined aspects of the landscape resource that have the potential to be affected by the Proposed Project.
Local Planning Authority (LPA)	The public authority whose duty it is to carry out specific planning functions for a particular area.
Landscape and Visual Impact Assessment (LVIA)	General term used by practitioners to describe the activity of assessing landscape and visual impacts.
Magnitude of Change	A combined measure of the size and scale of the effect, the extent of the area over which it occurs, its reversibility and its duration.
Open-cut	Excavated trenches in the ground with pipes being placed in the trenches prior to backfilling with excavated or imported material.
Park & ride facility	A location usually sited out of the main urban areas comprising a large car park and connected with a mass transit system, in the case of MetroLink an urban metro to attract potential travellers to drive and park at the facility and take the metro into the city centre and avoid driving into the city centre.
Photomontage	Visualisation which superimposes an image of a proposed development upon a photograph using highly calibrated photographic and computer modelling techniques.
Retained cut station	A railway station constructed primarily below ground level with vertical retaining walls either side of the alignment to reinforce the walls and no roof or enclosure overhead.
Sense of Place	Characteristics that make a place special or unique.
Sensitivity	The susceptibility of an environmental or community asset or resource to change brought about by a proposed development.
Shaft	A tunnel shaft is a pit or vertical excavation sunk from ground level to the lower level of a tunnel.
Surface station	A railway station designed at ground level.

Term	Meaning
Susceptibility	The ability of a defined landscape or visual receptor to accommodate the specified proposed development without undue negative consequences.
Tunnel Boring Machine (TBM)	A machine used to excavate tunnels with a circular cross-section through a variety of soil and rock strata. They can be designed to bore through most types of geology from hard rock to sand.
Tunnel portals	The openings at the end of the tunnel.
Underground stations	A railway station located fully underground with a roof slab over the station to enclose it fully.
Visual Amenity	The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of people living, working, recreating, visiting or travelling through an area.
Visual Effects	Effects on specific views and on the general visual amenity experienced by people.
Visual Envelope	The approximate area within which a proposed development is visible.
Visual Receptors	Individuals or defined groups of people who have the potential to be affected by the Proposed Project.

27.11 References

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