The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue, teal, and white. In the top right, there are overlapping circles and teardrop shapes in dark blue, light blue, and teal. In the bottom left, there are large, rounded rectangular shapes in dark blue and teal, some containing white circles. A large teal teardrop shape is positioned in the upper right quadrant. The overall style is modern and graphic.

Chapter 17
Landscape
(Townscape) & Visual

Contents

17. Landscape (Townscape) & Visual	1
17.1 Introduction	1
17.2 Methodology	2
17.2.1 Study Area	2
17.2.2 Relevant Legislation, Policy and Guidelines	2
17.2.3 Data Collection and Collation	4
17.2.4 Appraisal Method for the Assessment of Impacts	5
17.3 Baseline Environment.....	14
17.3.1 City Context	14
17.3.2 Overview of Route of the Proposed Scheme	14
17.3.3 Landscape, Townscape and Visual Planning Policy	14
17.3.4 Townscape / Streetscape Character	17
17.4 Potential Impacts	20
17.4.1 Characteristics of the Proposed Scheme	20
17.4.2 Do Nothing Scenario	28
17.4.3 Construction Phase	29
17.4.4 Operational Phase	36
17.5 Mitigation and Monitoring Measures	45
17.5.1 Construction Phase	45
17.5.2 Operational Phase	47
17.6 Residual Impacts	58
17.6.1 Construction Phase	58
17.6.2 Operational Phase	60
17.7 Conclusion	61
17.8 References	62

17. Landscape (Townscape) & Visual

17.1 Introduction

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

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

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

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

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

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

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

17.2 Methodology

17.2.1 Study Area

The Proposed Scheme has an overall length of approximately 15.5km with an additional offline cycling facility of approximately 3.9 km. It will be comprised of two main alignments in terms of the route it follows; namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section.

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

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

17.2.2 Relevant Legislation, Policy and Guidelines

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

17.2.2.1 Legislation

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

17.2.2.2 Policy

- South Dublin County Development Plan 2022-2028 (SDCC 2022);
- Dublin City Development Plan 2022-2028 (DCC 2022);
- Dublin City Tree Strategy 2016-2020 (DCC 2016b);
- Dublin City Parks Strategy 2019-2022 (DCC 2019);
- Department of Transport (DoT) National Cycle Policy Framework (DOT, 2009); and
- National Transport Authority (NTA) Greater Dublin Area, Cycle Network Plan (NTA, 2013).

17.2.2.3 Guidelines

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

While the EPA Guidelines (EPA 2022) provide a general methodology, impact ratings and assessment structure applicable across all environmental assessments, the GLVIA (Landscape Institute and IEMA 2013) provides specific guidance for landscape and visual impact assessments. The TCA (Landscape Institute 2018) is a

resource for the application of landscape character assessment to townscapes. Therefore, in this chapter, a combination of the approaches outlined in the EPA Guidelines (EPA 2022) and in the GLVIA (Landscape Institute and IEMA 2013), supported by the TCA (Landscape Institute 2018) and the professional experience and expertise of the assessor, is utilised in the landscape and visual assessment.

17.2.2.4 Key Definitions

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

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

Townscape: 'the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces' (Landscape Institute and IEMA 2013). Different combinations and spatial distribution of these elements create variations in townscape character. In this assessment 'Townscape' is used to describe built-up areas of a medium to large extents, generally equivalent to neighbourhood scale or larger.

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

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

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

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

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

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

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

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

17.2.3 Data Collection and Collation

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

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

- South Dublin County Development Plan 2022–2028 (SDCC 2022);
- Dublin City Development Plan 2016-2022 (DCC 2016a);
- Draft Dublin City Development Plan 2022-2028 (DCC 2022);
- Dublin City Tree Strategy 2016-2020 (DCC 2016b);
- Dublin City Parks Strategy 2019-2022 (DCC 2019);
- Historical and current mapping and aerial photography (e.g., ordnance survey Ireland, google earth, google maps);
- Mapping of the Proposed Scheme;
- General Arrangement and Landscape Design Drawings (refer to Volume 3 of this EIAR), including chainages referenced throughout this Chapter;
- Other reports and documents relating to the receiving environment, including other chapters of this EIAR and in particular, Chapter 4 (Proposed Scheme Description), Chapter 5 (Construction), Chapter 12 (Biodiversity), Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Review of baseline information, including road infrastructure audits, arborist survey reports and drone survey imagery; and
- Review of contextual information relating to the development of the Proposed Scheme - Urban Realm Concept Designs (NTA 2020).

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

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

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

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

Table 17.1: Publicly Available Datasets

Source	Name	Description
Ordnance Survey Ireland (OSI)	Geohive	Current and historical mapping
OSI	Geohive	Historical aerial imagery
Google	Google Maps	Mapping and aerial imagery
Microsoft	Bing	Mapping and aerial imagery
EPA	EPA Maps	Environmental datasets
National Parks and Wildlife Service (NPWS)	NPWS Maps and Data	Datasets provides information on national parks, protected sites and nature reserves

Source	Name	Description
Department of Culture, Heritage and the Gaeltacht (DCHG)	Historic Environment Viewer	Database provides access to National Monuments Service Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage (NIAH)

17.2.4 Appraisal Method for the Assessment of Impacts

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

The EPA Guidelines provide a generalised methodology suitable for guiding the range of environmental assessments that are carried out under the EIA process, whereas GLVIA provides guidance that is specifically relevant to landscape and visual impact assessment. GLVIA has been used in this assessment to inform the methodology in direct relation to assessing landscape and visual sensitivity, magnitude of change and effects. In order to provide an assessment of effects which is comparable to other types of environmental assessment it is necessary to use the significance criteria specified in the EPA guidelines. A matrix showing the relationship between sensitivity, magnitude and effect significance has been adapted from Figure 3.4 in the EPA Guidelines (EPA 2022) and is shown in Diagram 17.1. This matrix only differs from the EPA guidelines in that a 'very high' level of both magnitude and sensitivity has been provided, the intention of which is to create an extra degree of definition to help distinguish between impacts that would lead to either Significant, Very Significant and Profound levels of effect. In addition to predicting the significance of the impacts, EIA methodology (EPA 2022) requires that the quality of the impacts be classified as positive / beneficial, neutral, or negative / adverse.

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

17.2.4.1 Landscape, Townscape and Streetscape

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

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

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

'Street' is defined as:

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

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

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

‘Streetscape’ is defined as:

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

[Streetscape] is a term used to describe the natural and built fabric of the street’ (Torbay Council 2004).

‘The main indicators of quality, which are the test of successful streetscape, can be listed under six headings:

- *Comfortable and safe for pedestrians and the disabled*
- *A street designed to accommodate all sorts of functions, not dominated by any one function*
- *Visually simple, and free of clutter. Regardless of whether a street is a straightforward or complex space, what matters is the simplicity and clarity of its paving, street furniture, lighting and landscaping*
- *Well cared for, and where utilities or ‘extraneous’ advertising are subordinate to all other street functions*
- *Sympathetic to local character and activity context, in design and detail; and*
- *Making appropriate ordered provision for access, deliveries and storage of vehicles’ (CABE and ODPM 2002).*

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

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

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

17.2.4.2 Methodology for Assessment of Townscape Effects

Assessment of potential townscape effects involves:

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

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

17.2.4.2.1 Methodology for Assessment of Townscape Sensitivity

The sensitivity of the townscape is a function of its existing land use, patterns and scale, enclosure, visual characteristics and value. The nature and scale of the Proposed Scheme is taken into account, as are trends of

change i.e., ongoing changes in the environment and the relevant policy framework. Five categories are used to classify sensitivity, as set out in Table 17.2.

Table 17.2: Townscape Sensitivity

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

As adapted from GLVIA (Landscape Institute and IEMA 2013)

17.2.4.2.2 Methodology for Assessment of Magnitude of change in the Townscape

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

Table 17.3: Magnitude of Townscape Change

Sensitivity	Description
Very High	Change that is large in extent, resulting in the loss of or major alteration to key elements, features or characteristics of the townscape, and / or introduction of large elements considered totally uncharacteristic in the context. Such development may result in a fundamental change in the character of the townscape and / or streetscape.
High	Change that is moderate to large in extent, resulting in major alteration to key elements, features or characteristics of the townscape, and / or introduction of large elements considered uncharacteristic in the context. Such development may result in a notable change to the character of the townscape and / or streetscape
Medium	Change that is moderate in extent, resulting in partial loss or alteration to key elements, features or characteristics of the townscape, and / or introduction of elements that may be prominent but not necessarily substantially uncharacteristic in the context. Such development may result in a moderate change to the character of the townscape and / or streetscape.
Low	Change that is moderate or limited in scale, resulting in minor alteration to key elements, features or characteristics of the townscape, and / or introduction of elements that are not uncharacteristic in the context. Such development results in minor change to the character of the townscape and / or streetscape.
Negligible	Change that is limited in scale, resulting in no alteration to key elements features or characteristics of the townscape, and / or introduction of elements that are characteristic of the context. Such development results in no change to the townscape character.

As adapted from GLVIA (Landscape Institute and IEMA 2013)

17.2.4.2.3 Methodology for Assessment of Significance of Effects

To classify the significance of effects, the magnitude of change is measured against the sensitivity of the townscape based on Figure 3.4 in the EPA Guidelines (EPA 2022), as adapted and presented in Diagram 17.1. Details of the adaptation from the guidelines is covered in Section 17.2.4. Determining the significance of impacts that are rational and justifiable is also based on the professional judgement, expertise and experience of the author.

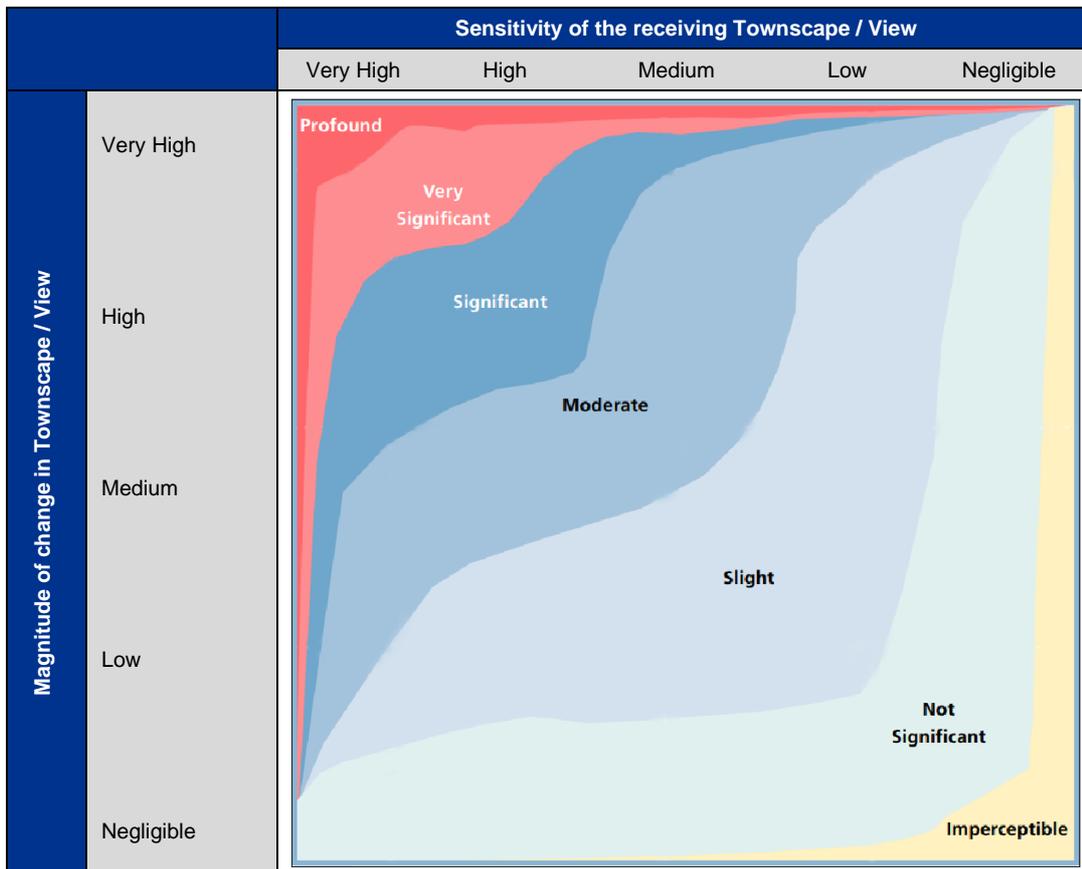


Diagram 17.1: Guide to Classification of Significance of Townscape and Visual Effects

17.2.4.2.4 Quality, Duration and Frequency of Landscape and Visual Effects

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

17.2.4.2.5 Geographical Extents of Townscape and Visual Effects

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

17.2.4.2.6 Significance and Quality of Landscape and Visual Effects

An impact assessed as being significant may also be either positive, neutral or negative. For example, the introduction of a new structure may represent a significant change with an associated significant impact. However, the effect of the significant impact may be positive, in that structure enhances the landscape / townscape or visual quality of the baseline environment; may be negative in that it detracts from the baseline environment; or may be neutral in that despite the significant change, any negative and positive aspects are balanced or cancelled. The potential for significant neutral impacts is particularly noted over time, where a development or structure is increasingly accepted as part of the receiving landscape / townscape / view.

17.2.4.3 Views and Visual Amenity

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

17.2.4.4 Methodology for Assessment of Visual Effects

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

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

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

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

Viewpoint sensitivity is a function of two main factors:

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

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

Table 17.4: Categories of Viewpoint Sensitivity

Sensitivity	Description
Very High	Views or viewpoints (views towards or from a townscape feature or area) that are recognised in policy or otherwise designated as being of national value. Designed views which may be from or be directed towards a recognised heritage asset or other important designated feature, where a key management objective for the view is its protection from change. Visual receptors using national trails or nationally recognised public rights of way. Views recognised in art or literature may also be of very high value. The principal management objective for the view is its protection from changes which would affect the valued or designated features of the view.
High	Viewpoints or views that are recognised in policy or otherwise designated as being of value, or viewpoints that are highly valued by people that experience them regularly (e.g., views from houses or outdoor recreation amenities focused on the townscape). The composition, character and quality of the view may be such that it is likely to have high value for people experiencing it and is consequently vulnerable to changes which may lower this value. The principal management objective for the view is its protection from change that reduces visual amenity.
Medium	Views that may not have features or characteristics that are of particular value, but have no major detracting elements, and which thus provide some visual amenity. These views may have capacity for appropriate change. Visual receptors may include people with a moderate susceptibility to change engaged in outdoor sports which do not rely on an appreciation of the surrounding landscape / townscape, or road users on minor routes passing through areas of valued townscape character. The principal management objective is to facilitate change to the composition that does not detract from visual amenity, or which enhances it.
Low	Views that have no features of appreciable value, and / or where the composition and character are such that there is little appreciable value in the view. Visual receptors include people involved in activities with no particular focus on the landscape. Visual receptors may include fast moving users of roads / rail through landscapes / townscapes which may or may not contain valued elements or characteristics. For such views the principal management objective is to facilitate change that does not detract from visual amenity or enhances it.
Negligible	Views that have no features of value or where the composition and character may be unsightly (e.g., in derelict landscapes). For such views the principal management objective is to facilitate change that repairs, restores or enhances visual amenity.

As adapted from GLVIA (Landscape Institute and IEMA 2013)

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

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

Table 17.5: Categories of Magnitude of Visual Change

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

As adapted from GLVIA (Landscape Institute and IEMA 2013)

17.2.4.4.3 Methodology for Assessment of Significance of Visual Effects

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

17.2.4.5 Quality of Effects

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

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

17.2.4.6 Presentation of Construction Effects

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

17.2.4.7 Presentation of Operational Effects

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

The Operational Phase effects are presented as follows:

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

17.2.4.8 Photomontage Methodology

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

- Photography;
- Survey;

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

17.2.4.8.1 Photography

17.2.4.8.1.1 Conditions, Date and Time

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

17.2.4.8.1.2 Camera and Camera Set-Up

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

17.2.4.8.1.3 Lenses

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

17.2.4.8.2 Survey

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

17.2.4.8.3 3D Modelling and Camera Matching

17.2.4.8.3.1 Creation of 3D Model

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

17.2.4.8.3.2 3D Camera Positions

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

17.2.4.8.3.3 Rendering of 3D Model and Finishing Photomontages

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

17.2.4.8.4 Presentation and Viewing

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

17.3 Baseline Environment

17.3.1 City Context

The proposed scheme follows two distinct routes; namely from Tallaght to City Centre and from Clondalkin to Drimnagh.

The Proposed Scheme is sub-divided into six sections:

- Tallaght to Ballymount;
- Ballymount to Crumlin;
- Crumlin to Grand Canal;
- Grand Canal to Christchurch;
- Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction; and
- Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh.

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

17.3.2 Overview of Route of the Proposed Scheme

The Proposed Scheme has an overall length of approximately 15.5km with an additional offline cycling facility of approximately 3.9 km. It will be comprised of two main alignments in terms of the route it follows; namely the Tallaght to City Centre section and the Clondalkin to Drimnagh section.

The Tallaght to City Centre route begins at the junction of Blessington Road / Cookstown Way and is routed along Belgard Square West, Belgard Square North, Belgard Square East and Blessington Road to the junction of R819 Greenhills Road and Bancroft Park. From here the Proposed Scheme is routed along the R819 Greenhills Road to Walkinstown Roundabout via new transport link roads; in the green area to the east of Birchview Avenue / Treepark Road; in the green area to the south of Ballymount Avenue, and in the green area to the east of Calmount Road. From Walkinstown Roundabout the main Core Bus Corridor is routed along the R819 Walkinstown Road to the junction with R110 Long Mile Road and Drimnagh Road. The shared spine with the Clondalkin section commences at this junction and the Proposed Scheme is routed along the R110 to the junction of Dean Street and Patrick Street via Drimnagh Road, Crumlin Road, Dolphins Barn, Cork Street, St. Luke's Avenue and Dean Street. From here the Proposed Scheme is routed along the R137 via Patrick Street to the junction at Winetavern Street and Christchurch Place where the Proposed Scheme terminates within the City Centre. An offline cycle facility is proposed to facilitate cycling between Walkinstown Roundabout and Parnell Road (Grand Canal) where end to end cycle facilities are not feasible along the main corridor and provides a more direct route towards the City Centre. This offline section of the Proposed Scheme is routed via Bunting Road, Kildare Road and Clogher Road.

The Clondalkin to Drimnagh route begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road, R810 Naas Road, R112 Walkinstown Avenue and the R110 Long Mile Road to the junction of Walkinstown Road and Drimnagh Road where it is routed towards the City Centre along the shared spine section as described above.

17.3.3 Landscape, Townscape and Visual Planning Policy

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

17.3.3.1 South Dublin Development Plan 2022 - 2028

The South Dublin County Development Plan 2022-2028 (SDCC 2022) is the higher county level planning framework applicable to the extent of the western sections of the Proposed Scheme.

- Chapter 7 Sustainable Movement includes for policies and objectives in relation to public transport, walking and cycling. SM1 Objective 2 supports the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects. SM3 Objective 4 supports accessibility to public transport, increase catchment and maximise permeability through the creation of new and upgrading of existing walking and cycling routes linking to public transport stops. SM3 Objective 9 seeks to ensure that all new public transport corridors are designed to enhance the County's green infrastructure network by ensuring adequate replacement and additional planting of native species and pollinators and to ensure that sustainable urban drainage systems (SuDS) approaches are used to deal with surface water run-off. SM3 Objective 10 aims to ensure that all public transport proposals have regard to pertaining environmental conditions and sensitivities including biodiversity, protected species and designated sites and incorporate appropriate avoidance and mitigation measures as part of any environmental assessments.
- Table 7.1 of the Plan lists improvements to the existing cycle network and new 'Now', 'Soon' and 'Later' schemes to be progressed over the next 2, 5 and 8 years respectively. The following routes are identified: Tallaght Streets (Belgard North Link, Airton Road Extension and Public Realm and Plaza) listed as a 'now' scheme; Bancroft Park as a 'Soon' scheme; Tymon to Greenhills Park as a 'later' scheme.

Chapter 4 Green Infrastructure sets out policies and objectives in relation to appropriate development, enhancement and protection of green infrastructure networks, including green infrastructure in urban areas, watercourse network, public open space hierarchy and landscape setting and SuDS. Figure 4.4 of the Plan identifies the Tallaght Urban Link, the M50, the Grand Canal, and sections of the Cammock River along sections of the Proposed Scheme.

Chapter 3 Natural Cultural and Built Heritage sets out policies and objectives in relation to the protection and enhancement of built heritage and architectural conservation, landscapes, natural heritage sites, public rights of way, tree preservation orders (TPO), cultural heritage and sites of geological heritage. There are no Architectural Conservation Areas or Prospects to Preserved and Protected along this section of the Proposed Scheme. Likewise, there are no Tree Preservation Orders (TPO) along this section of Proposed Scheme. A conservation area is identified along the Grand Canal. Appendix 3A of the Development Plan includes the Record of Protected Structures. Protected Structures are located within Tallaght Village (The Priory, St. Mary's Dominican Priory, St. Maelruain's Church & Monastic Enclosure, two semi-detached single-storey houses and St. Mary's Dominican Church). Major amenities / open spaces are located at Technological University Dublin (TUD) Tallaght, Bancroft Park / Tallaght Athletics Club, Tymonville residential estate, Tymon Park, Grand Canal corridor and Cammock River corridor.

Policies in relation to biodiversity as they relate to the Proposed Scheme are discussed in greater detail in Chapter 12 (Biodiversity) of this EIAR. Policies in relation to archaeological and architectural heritage as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) respectively of this EIAR.

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

- *'Objective TC: To protect, improve and provide for the future development of Town Centres' (Tallaght Town Centre)*
- *'Objective REGEN: To facilitate enterprise and/or residential-led regeneration';*
- *'Objective VC: To protect, improve and provide for the future development of Village Centres' (Tallaght Village)*
- *'Objective OS: To preserve and provide for open space and recreational amenities' (i.e. Bancroft Park, Tymon Park, etc.);*
- *'Objective RES: To protect, provide and / or improve residential amenity';*
- *'Objective EE: To provide for enterprise and employment related uses' (e.g., Ballymount Industrial Estate, Nangor Road Business Park, Riverview Business Park, etc.)*
- *'Objective LC: To protect, improve and provide for the future development of Local Centres' (e.g., Walkinstown)*

17.3.3.2 Dublin City Development Plan 2022 - 2028

The Dublin City Development Plan 2022 - 2028 (DCC 2022) is the higher county level planning framework document applicable to the parts of the Proposed Scheme from Templeogue and the River Dodder to the city centre.

Chapter 8 Sustainable Movement includes for policies and objectives in relation to public transport, walking and cycling. Objective SMT12 supports the reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians. Objective SMT seeks to manage city centre road-space to best address the needs of pedestrians and cyclists, public transport shared modes and the private car including at intersections with the existing and proposed bus network.

Chapter 10 Green Infrastructure and Recreation sets out policies in relation to the provision, importance, protection and enhancement of green infrastructure, landscape, parks and open spaces, rivers, canals and the coastline, biodiversity, trees and sport, recreation and play within the city. Figure 4-1 of the Development indicates Key Views and Prospects south along Richmond Street South towards Christchurch.

The strategic green network as indicated on Figure 10-1 of the Development Plan highlights public open spaces along the Proposed Scheme and notes the Grand Canal as a blue / green corridor. Public open spaces are located at Bunting Park, William Pearse Park, Eamon Ceannt Park, Iveagh Grounds / Guinness Athletic Union, Grand Canal, St. Patrick's Park. Dublin City Council has also prepared separate overarching strategies for the protection, management and improvement of Trees and Parks within the city.

Chapter 11 Built Heritage and Archaeology sets out policies relating to preservation, protection and improvement of built heritage, Protected Structures (RPS), Architectural Conservation Areas (ACA) and Conservation Areas, trees in ACAs, zones of archaeological interest and industrial heritage, monuments and Dublin's cultural assets. There are a number of sites, buildings and features of historic and heritage interest located along the corridor of the Proposed Scheme, including the Liberties Architectural Conservation Area at The Coombe / Dean Street and Conservation Areas at Drimnagh Castle, Grand Canal, St Patrick's Cathedral, Close and Park and at High Street / Christchurch. There is a residential conservation area at Iveagh Gardens. Policies in relation to archaeological and architectural heritage, including definitions of heritage features e.g., protected structures, as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) respectively of this EIAR.

Protected Structures are located at the MDL building, Walkinstown Avenue, Drimnagh Castle, Nos. 1-3 corner of Dolphin's Barn and South Circular Road, Brú Chaoimhín (HSE), Nos. 104, 112, 116 Cork Street, No. 77 Francis Street, No. 129 The Coombe, No. 1 Dean Street, St. Patrick's Cathedral and buildings around St. Patrick's Close, the Iveagh Buildings fronting Patrick Street, and St. Nicholas Church.

Policies in relation to archaeological and architectural heritage as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) respectively of this EIAR.

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

- 'Objective Z1: To protect, provide and improve residential amenities';
- 'Objective Z2: To protect and/or improve the amenities of residential conservation areas;
- 'Objective Z3: To provide for and improve neighbourhood facilities', (e.g. Walkinstown Roundabout, Nos. 1 to 6 Long Mile Road (Drimnagh), Crumlin Road);
- 'Objective Z4: To provide for and improve mixed-services facilities', (e.g. Walkinstown Road, Crumlin Road Health Centre, Crumlin Shopping Centre, along sections of Dolphin's Barn, Cork Street, The Coombe / Dean Street and Patrick Street);
- 'Objective Z5: To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity' (Nicholas Street / High Street);

- ‘Objective Z8: To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective’ (St. Luke’s Church, and St. Patrick’s Cathedral and grounds);
- ‘Objective Z9: To preserve, provide and improve recreational amenity, open space and ecosystem services’, (i.e., Bunting Park, William Pearse Park, Eamon Ceannt Park, Iveagh Grounds / Guinness Athletic Union, open space at junction of Old County Road / Crumlin Road; open space at Rutland Avenue; open space at Rafters Road; Grand Canal, St. Patrick’s Park); and
- ‘Objective Z15: To protect and provide for community uses and social infrastructure’ (e.g., Drimnagh Castle Schools, Assumption Schools, Crumlin Hospital, Crumlin College of Further Education, Loreto College).

17.3.4 Townscape / Streetscape Character

The townscape and streetscape character of the Proposed Scheme is described in Table 17.6, with reference to landscape, townscape and visual characteristics, features, designations, and sensitivities. The key features are identified on Figures 17.1 in Volume 3 of this EIAR. Protected structures are generally described within groups e.g., a number of buildings lining a road, but are noted individually where they form unique and prominent features in the townscape or streetscape, or form a less noticeable but intrinsic part of the fabric of the streetscape. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) of this EIAR, for full details and definitions of Protected structures.

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

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
Tallaght to Ballymount (for baseline features refer to Figure 17.1, Sheets 1 to 5 of 27 in Volume 3 of this EIAR)	<p>Townscape Character: Part new town centre with range of modern development urban development and business parks transitioning to traditional village street through historic settlement in Tallaght, becoming outer city suburbs with areas of large scale commercial and suburban residential along Greenhills Road</p> <p>Streetscape Character: Modern urban road corridor with multi-storey development on larger scale lands with young street tree and other planting west of Belgard Road. Traditional village street with range of generally one and two-storey residential, community and institutional lands some with mature stands of trees east of Belgard Road. Suburban road corridor of Greenhills Road west of the M50 is framed by mixed of business, residential and open space lands.</p> <p>Key Townscape Features: Historic road boundaries, mature trees, traditional residential properties, notable historic properties, young street tree planting. Large open spaces and linear open spaces adjacent to suburban residential areas.</p> <p>Amenity Designations: No architectural conservation areas, conservation areas or residential conservation areas. Major areas of open space at Bancroft Park and Tymon Park, and smaller linear open spaces associated with Birchview, Parkview and other residential estates.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected Structures: The Priory, St. Mary’s Dominican Priory, St. Maelruain’s Church & Monastic Enclosure, two semi-detached single-storey houses and St. Mary’s Dominican Church all within Tallaght Village. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Attractive village setting with sections of boundary stone walls and stands of mature trees.</p>	Medium to Locally Very High (in Tallaght Village)
Ballymount to Crumlin (for baseline features refer to Figure 17.1, Sheets 5 to 8 of 27 in Volume 3 of this EIAR)	<p>Townscape Character: Outer city suburbs, residential, business / industrial lands east of M50.</p> <p>Streetscape Character: Suburban road corridor, framed open space and major areas of business and industrial land use east of M50. Key local roundabout at Walkinstown set within residential suburbs. Often modern road corridor but with some sections of historic narrow alignment.</p> <p>Key Townscape Features: Range of landscapes, large open space at Tymon Park, large business / industrial areas interspersed with residential areas. Very busy road corridor and key local roundabout. Section is bounded to the south by the M50 corridor.</p> <p>Amenity Designations: No architectural conservation areas, conservation areas or residential conservation areas.</p>	Medium / High

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
	<p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected Structures: None.</p> <p>Other: Proposed Scheme route crosses M50 on existing overbridge.</p>	
<p>Crumlin to Grand Canal</p> <p>(for baseline features refer to Figure 17.1, Sheets 9 to 14 of 27 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Core outer city residential suburbs linking Walkinstown and Crumlin.</p> <p>Streetscape Character: Primary suburban residential streets, framed by traditional two-storey properties with enclosed front gardens onto road corridor. Major junction fronting Crumlin Hospital.</p> <p>Key Townscape Features: Residential streetscapes. Iveagh Gardens estate. Grand Canal corridor.</p> <p>Amenity Designations: No architectural conservation areas or conservation areas. Open space at Bunting Park, William Pearse Park, Eamon Ceannt Park, Iveagh Grounds / Guinness Athletic Union, Grand Canal. residential conservation area at Iveagh Gardens.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected Structures: None. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Celtic Cross at junction of Drimnagh Road and St. Mary's Road.</p>	High
<p>Grand Canal to Christchurch</p> <p>(for baseline features refer to Figure 17.1, Sheets 14 to 20 of 14 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Inner city suburbs to historic core of City Centre.</p> <p>Streetscape Character: Historic city access route leading to core urban streetscapes and historic City Centre. Some sections of historic / heritage streetscape, with modern infill development.</p> <p>Key Townscape Features: Historic streetscape alignments. Key city buildings along corridor and notably from Patrick's Street to Christchurch Place. Median Street trees along Patrick Street / Nicholas Street.</p> <p>Amenity Designations: Architectural Conservation Area at The Coombe / Dean Street and Conservation Areas at, St Patrick's Cathedral, Close and Park and at High Street / Christchurch. There are no residential conservation areas along the Proposed Scheme. Public open space at St. Patrick's Park and at Peace Park (Christchurch Place).</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None</p> <p>Protected Views: View along Patrick Street towards Christchurch.</p> <p>Protected Structures: Protected Structures located at Nos. 1-3 corner of Dolphin's Barn and South Circular Road, Brú Chaoimhin (HSE), Nos. 104, 112, 116 Cork Street, No. 77 Francis Street, No. 129 The Coombe, No. 1 Dean Street, St. Patrick's Cathedral and buildings around St. Patrick's Close, the Iveagh Buildings fronting Patrick Street, and St. Nicholas Church. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Historic approach to City Centre with many key streets and buildings.</p>	High / Very High
<p>Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction</p> <p>(for baseline features refer to Figure 17.1, Sheets 21 to 24 of 27 in Volume 3 of this EIAR)</p>	<p>Townscape Character: Outer city suburbs, mixed-use residential and open space west of M50, business / industrial lands east of M50.</p> <p>Streetscape Character: Suburban road corridor, framed by Grand Canal corridor and residential and open space lands west of M50 and major areas of business and industrial land use east of M50.</p> <p>Key Townscape Features: Grand Canal corridor. Large business / industrial areas. Very busy road corridor and major junction at Naas Road.</p> <p>Amenity Designations: No architectural conservation areas or residential conservation areas. Conservation area on Grand Canal corridor. Areas of open space at Grand Canal, Woodford and Yellow Meadows.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected Structures: None.</p> <p>Other: Proposed Scheme passes under M50 adjacent to Grand Canal.</p>	Low / Medium
<p>Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134)</p>	<p>Townscape Character: Outer city suburbs, major road corridors and area of major business and industrial land uses. Institutional lands and historic castle grounds at</p>	Medium

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
<p>junction to Drimnagh (for baseline features refer to Figure 17.1, Sheets 24 to 27 of 27 in Volume 3 of this EIAR)</p>	<p>Drimnagh.</p> <p>Streetscape Character: Major city access road corridors, framed by business, industrial and some institutional land uses at eastern end. LUAS corridor along Naas Road.</p> <p>Key Townscape Features: Very busy major road infrastructure, LUAS rail line. Large business / industrial areas. Institutional lands with tree-lined road at Drimnagh.</p> <p>Amenity Designations: No Architectural Conservation Areas. Conservation area at Drimnagh Castle.</p> <p>Tree Preservation Order (TPO): None.</p> <p>Tree / Woodland Preservation Objectives: None.</p> <p>Protected Views: None.</p> <p>Protected Structures: Protected Structures are located at the MDL premises on Walkinstown Avenue and at Drimnagh Castle. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Other: Sections of tree-lined road at Drimnagh.</p>	

17.4 Potential Impacts

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

17.4.1 Characteristics of the Proposed Scheme

17.4.1.1 General

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

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

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

17.4.1.2 Development of the Proposed Scheme Design

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

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

- Following the stage 1 sifting process, six viable route options for Walkinstown Roundabout were taken forward. Option one was chosen because, amongst other reasons it requires no land take and would create some additional public space;
- On the New Nangor Road, between Woodford Walk and the M50, a watercourse runs parallel to the carriageway and is impacted by the provision of the full BusConnects Cross-section. The impact would include removal of trees and other overgrowth along the banks of the watercourse over a reasonable distance. The design was altered to omit the footway on the north side of the road as this was a lightly used footpath and an existing footway was available immediately parallel along the Grand Canal Greenway. The removal of this footway eliminates the impact on the watercourse and its banks and has negligible impact on pedestrians as connections are available at either end of the section that was removed. For night-time, where some may be concerned about using the Greenway as it has less passive surveillance, a footway continues to be available along the southern side of the road and signalised pedestrian crossings are provided on either end to allow pedestrians to cross the road easily;
- Two-way cycle tracks and footpaths are provided to enhance the permeability and accessibility, formalising existing desire lines between Birchview Avenue and Treepark Road to local amenities including Tymon Park, Tallaght Theatre and Castletymon Road, where a number of schools exist;
- At Parkview, the proposed alignment has been altered to allow a northbound, right turn lane to Castletymon Road and also to provide more landscaping space between the proposed road and the adjoining properties; and
- Carriageway design was amended to remove the need for land take for various properties along the route, including a substantial number of residential properties along Walkinstown Road.

17.4.1.3 Construction Phase

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

- Amendment and adaption of existing road network throughout, including surfacing, kerbs, footpaths, drainage, lighting, service / utility features, road markings;
- Amendment and adaption of existing junctions throughout, including surfacing, kerbs, footpaths, traffic controls, lighting, cycle facilities, road markings
- Temporary and permanent land-take from properties along the Proposed Scheme;
- Establishment / use of temporary Construction Compounds;
- Amendment and adaption of areas of existing verges, roadside and median tree planting and boundaries; and
- Provision of additional areas for SuDS / landscape enhancement and interventions, tree planting and landscape works.

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

17.4.1.3.1 Tallaght to Ballymount (for baseline features refer to Figure 17.1, Sheets 1 to 5 of 27 in Volume 3 of this EIAR)

- Works at existing roundabout at Belgard Square South / Belgard Square West to replace with signalised junction and provision of bus interchange at Belgard Square West. Siting of temporary Construction Compound TC1 at Blessington Road to the south-west. Works require land acquisition, impacting directly on existing boundaries, with loss of street trees, as well as trees and planting at The Square Shopping Centre and adjoining open space at Belgard Square West / Blessington Road (Ch. A0 to Ch.180);
- Works at junction of Cookstown Way / Belgard Square West and Belgard Square North to replace 'Tallaght Hospital roundabout' with signalised cross junction, impacting on existing planted roundabout, with loss of trees (Ch. A360 to Ch.A430);
- Works at Belgard Square North including small section of temporary land acquisition from vacant plot (public lands), impacting on existing boundary (Ch. A550 to Ch. A630) and loss of several trees for bus lane and cycle track works (Ch. A630 to Ch. A750);
- Works at junction between Belgard Square North and Belgard Square East to replace existing roundabout with signalised cross junction, impacting on existing planted roundabout (Ch.A750 to Ch.A800);
- Minimal works along Blessington Road and Main Road within Tallaght Village, largely involving changes to surfaces and limited changes to road layout (Ch. A950 to Ch. A1780);
- Works along Greenhills Road including removal of paved pedestrian area for conversion to bus / cycle only junction (at junction opposite Bancroft Park), provision of a construction compound at open space off Bancroft Park and road corridor widening with sections of land acquisition at Westpark Fitness / Tallaght Athletics Club, at bridge over River Poddle and adjacent areas, from public landscape area / verges and derelict industrial unit to the west, and from Astro Park, SHD site, Kilnamanagh Tymon Primary Care Centre, Greenhills Retail Park, Harvey Norman Retail (including construction of retaining wall), Valeo Foods (including construction of retaining wall) and Cross Rental Services (Ch. A1800 to Ch. A2860);
- Works along Greenhills Road including road corridor widening, construction of a new bus-only road through public open space and excavation of SuDS attenuation area, with land acquisition from landscape area adjacent to Nos. 13D & 14 Birchview Rise and to rear of Nos. 37 to 47A Birchview Drive and Nos. 19 to 22A Birchview Avenue, and from wide landscape corridor along Birchview Avenue / Treepark Road / Tymonville Crescent, at Parkview residential areas and adjacent to Kilnamanagh Athletics Club. Removal of short remaining sections of substantial tree-group and stone wall along Greenhills Road. Includes temporary acquisition for Construction Compound TC3 to landscape area between Birchview Avenue and Greenhills Road and TC4 to landscape area between Treepark Avenue and Greenhills Road (Ch. A2850 to Ch. A3650); and

- Construction of cycle lanes and footpaths within verge, and removal of sections of young roadside woodland planting to each side of southern approach to M50 overbridge to connect to new pedestrian / cycle overbridges, including siting of Construction Compound TC5 (Ch.3650 to Ch.3720).

17.4.1.3.2 Ballymount to Crumlin (for baseline features refer to Figure 17.1, Sheets 5 to 8 of 27 in Volume 3 of this EIAR)

- Works to M50 overbridge and to northern approach along Greenhills Road, including construction of two new pedestrian / cycle bridges, and sections of land acquisition with removal of section of roadside woodland planting and including dense planting at boundary with Fashion City. Temporary Construction Compound TC6 to be sited to the north-east of the overbridge adjacent at Tallaght Pigeon Racing Club (Ch. A3780 to Ch. A3820);
- Works along Greenhills Road including works to entrance to Ballymount Road Upper to permanently restrict vehicular traffic (Ch. A3820 to Ch. C20);
- Works on Greenhills Road to provide new connection north off Greenhills Road to existing Ballymount Avenue, with land take from Ballymount Recycling Centre and removal of substantial numbers of street trees on Ballymount Avenue and replacement of existing roundabout at junction with Calmount Road to signalised cross junction. Includes temporary acquisition for Construction Compound TC7 (Ch. A4100 to Ch. A4700);
- Works on Calmount Avenue and Greenhills Road for widening of road corridor and replacement of the existing junction adjacent to Lidl with a new roundabout. Land acquisition from commercial properties to each side of Calmount Avenue and impacts on existing roadside boundary wall and scrubland. Earthworks necessary to accommodate notable drop in level to Calmount Avenue (Ch. C330 to Ch. C540);
- Works on Calmount Road including construction of extended section east through an undeveloped area to join Greenhills Road, including removal of small street trees, and hedgerows and trees at proposed junction with Greenhills Road. There will also be works along Greenhills Road between Calmount Road and Walkinstown Roundabout for road widening. Cycle lanes will be upgraded along Greenhills Road and the road will be closed to vehicular traffic at the junction with Calmount Road. A ramped pedestrian and cycle link will be constructed from Greenhills Road down to the extended Calmount Road. Land acquisition from public lands, Ballymount Court Business Centre, Greenhills Industrial Estate / SHD, Fuller's Café, Chadwick's, B & G Ltd., Mulcahy Keane Industrial Estate. (Ch. A4700 to Ch. C5720); and
- Works at Walkinstown Roundabout including to parking and landscape areas between all approach roads, with temporary acquisition of parking and paved areas at Nos. 2, 6, 8A, 8/10 and 10/12 approaching on Greenhills Road, paved area at No. 1A Ballymount Road Lower, car parking at Cherrytree Public House, footway east of Kestral Public House, private access at No. 549 Ballymount Road Lower, paved area at Nos. 172, 174 and 157 Walkinstown Road. Also, minor works to St. Peters Road, Walkinstown Avenue and Cromwellsfort Road to tie into existing road layouts. Existing trees to be retained throughout. (Ch. A5840 to Ch. A5870).

17.4.1.3.3 Crumlin to Grand Canal (for baseline features refer to Figure 17.1, Sheets 9 to 14 of 27 in Volume 3 of this EIAR)

- Works along Walkinstown Road including temporary land acquisition from Nos. 90 to 158 (even numbers only, 35 no.) on west side of the road, with loss of boundaries, driveways, gardens and planting, trees, and of parking area from Walkinstown Mall (Ch. A6020 to Ch. A6390);
- Works along Walkinstown Road including temporary land acquisition from Walkinstown Shopping Centre, with loss of boundaries, parking and trees (Ch. A6410 to Ch. A6520);
- Works along Walkinstown Road including temporary land acquisition from Nos. 9 to 47 (odd numbers only, 20 no.) on east side of the road, with loss of boundaries, driveways, gardens and planting, trees, and of parking area from Halfway House (Ch. A6530 to Ch. A6730);
- Minor works along Bunting Road and St. Mary's Road with construction of cycle tracks using no-dig methods to allow retention of all street trees, as well as temporary land acquisition of section of Bunting Park for Construction Compound TC8 (Ch. D0 to Ch. D1346);
- Works along Drimnagh Road including loss of a substantial number of street trees and changes to parking areas (Ch. A6750 to Ch. A7400);

- Works at junction between Drimnagh Road / St. Mary's Road / Kildare Road including impacts on landscape islands and setting of Celtic Cross monument (Ch. A7400 to Ch. A7550);
- Works along Kildare Road and Clogher Road including changes to parking and loss of small street trees (Ch. E0 to Ch. E2440);
- Generally modest works along Crumlin Road. Land acquisition from open space at junction with Rafter's Road for Construction Compound TC9, with mature trees to be removed (Ch. A7720 to Ch. A7770);
- Land acquisition from non-residential properties Nos. 316 - 318 and 320 / SHD site (at former Ardscoil Éanna secondary school) on north side of Crumlin Road with loss of boundaries, planting and trees (Ch. A7820 to Ch. A7870);
- Land acquisition from Iveagh Grounds / Guinness Athletic Union, with loss of mature boundary hedgerow and railing (Ch. A8210 to Ch. A8330);
- Works to short sections of Clonard Road and Bangor Drive to change to one way routes (Ch. A8300 to Ch. A8410);
- Land acquisition from Old County Road Health Centre, with impact on boundary wall and railing and landscape area with loss of a single tree, and from adjoining open space (Ch. A8590 to Ch. A8710); and
- Temporary land acquisition from open space between Crumlin Road, Rutland Avenue and Parnell Road with trees retained (Ch. A9230 to Ch. A9260).

17.4.1.3.4 Grand Canal to Christchurch (for baseline features, refer to Figure 17.1, Sheets 14 to 20 of 14 in Volume 3 of this EIAR)

- Generally modest changes along full length of road corridor contained mainly within the existing extents of the road corridor, comprising of limited changes to surfacing and road layout. Temporary land acquisition from Construction Compound TC11 (Ch. A9270 to Ch. A11493).

17.4.1.3.5 Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction (for baseline features refer to Figure 17.1, Sheets 21 to 24 of 27 in Volume 3 of this EIAR)

- Works at Woodford Walk / Nangor Road Junction including small section of temporary land acquisition from canal side verge / cycle path (Ch. F0 to Ch. F100);
- Works along New Nangor Road at M50 overbridge including small sections of land acquisition from canal side verge / cycle path and removal of tree planting for provision of new pedestrian and cycle access to towpath (Ch. F400 to Ch. F600);
- Works along New Nangor Road including replacement of existing roundabout at Riverview and Nangor Road Business Parks to signalised crossing junction and land take from Riverview Business Park for road widening (Ch. F700 to Ch. F800);
- Works along New Nangor Road including temporary land acquisition at the Cammock River corridor (Oak Road Culvert) as well as from Dublin Mails Centre, Oak Road Business Park and Knockmitten, with impact on boundaries and associated planting (Ch. F920 to Ch. F1370);
- Works along Nangor Road including temporary land acquisition adjacent to Cammock River at Diageo, Toyota and Actavo sites with impact on entrances, boundaries and associated planting (Ch. F1270 to Ch. F1710);
- Works at Nangor Road and Killeen Road junction, with temporary land acquisition at Unit 1 Harris Industrial Complex and Killeen Road junction verges, with impact on boundaries, hard standing area and rough grass verges. Temporary land acquisition from siting of Construction Compound TC12 (Ch. F1710 to Ch. F2110); and
- Works at Nangor Road, Naas Road and Long Mile Road junction to provide major cycle and pedestrian bridge over the junction with access to / from all roads, with temporary land acquisition at adjoining commercial properties including Harris, Woodies and Maxol Service Station, and temporary land acquisition from siting of Construction Compound TC13 (Ch. F2100 to Ch. F2350).

17.4.1.3.6 Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh (for baseline features refer to Figure 17.1, Sheets 24 to 27 of 27 in Volume 3 of this EIAR)

- Works along Naas Road, with small area of temporary land acquisition from MDL at junction with Walkinstown Avenue, with impact on boundary and loss of tree planting (Ch. F2890 to Ch. F3020);
- Works along Walkinstown Avenue with temporary land acquisition from Agnelli House site and other commercial properties on east side of road corridor, with impact on entrances, boundary and planting (Ch. F3010 to Ch. F3330); and
- Works along Long Mile Road including loss of street trees from section of central median (Ch. F3350 to Ch. F4100).

17.4.1.3.7 Construction Compound Areas

The following Construction Compounds are proposed:

- Construction Compound TC1: Located at open space between Blessington Road and N81 (Ch. A0);
- Construction Compound TC2: Located at open space between Greenhills Road and Bancroft Park (Ch. A1900 to Ch. A1970);
- Construction Compound TC3: Located at open space between Greenhills Road and Birchview Avenue (Ch. A30500 to Ch. A3270);
- Construction Compound TC4: Located at a green space along Greenhills Road, between Treepark Road and Old Greenhills Road (Ch. A3480 to Ch. A3510);
- Construction Compound TC5: Green space along Greenhills Road, to the north of Tymon Lane (Ch. A3660 to Ch. A3710);
- Construction Compound TC6: Located at a green space along Greenhills Road, outside Tallaght Pigeon Racing Club north-east of the M50 Motorway (Ch. A3790 to Ch. A3810);
- Construction Compound TC7: Green space at New Ballymount Avenue / Greenhills Road junction (Ch. A4190 to Ch. A4370);
- Construction Compound TC8: Located at Bunting Park along Bunting Road (Ch. D610 to Ch. D640);
- Construction Compound TC9: Green space at Rafters Road / Crumlin Road (Ch. A7700 to Ch. A7770);
- Construction Compound TC11: Located on paved area / area of road at junction of Dean Street and Patrick Street (Ch. A10960 to Ch. A10990);
- Construction Compound TC12: New Nangor Road / Killeen Road; on landscape area in junction between Killeen Road and New Nangor Road (Ch. F1840 to Ch. F2040); and
- Construction Compound TC13: located along the Long Mile Road, south of the Nangor Road / Naas Road / Long Mile Road junction (Ch. F2250 – Ch. F2450; off-chainage).

17.4.1.4 Operational Phase

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

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

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

17.4.1.4.1 Tallaght to Ballymount (for baseline features refer to Figure 17.1, Sheets 1 to 5 of 27 in Volume 3 of this EIAR)

- Generally modest changes to road corridor within Tallaght Town Centre – most notably in change of Belgard Square South / West roundabout to signalised junction, provision of new bus interchange and changes to associated public open space, including permanent land acquisition impacting directly on existing boundaries, with continued effects from loss of trees and planting removed in the Construction Phase in Tallaght Town Centre Carpark and adjoining open space to south of Old Blessington Road (Ch. A0 to Ch. A170);
- Changes at Belgard Square North including change to junctions with Tallaght Hospital entrance / Cookstown Way and Belgard Square East, with small sections of permanent land acquisition, impacting on existing boundaries, and continuing effects from loss of street trees removed during the Construction Phase (Ch. A380 to Ch. A790);
- Minimal change to Blessington Road and Main Street within Tallaght Village (Ch. A1100 to Ch. A1980);
- Change from paved pedestrian area to bus / cycle-only access at northern end of Old Greenhills Road at junction with Greenhills Road, with change to pedestrian access, paving and continuing effects resulting from loss of trees removed during the Construction Phase (Ch. A1940 to Ch. A1990);
- Changes to road corridor layout and overall width along Greenhills Road with permanent land acquisition from adjacent commercial properties, verges and landscape areas, as well as continuing effects resulting from loss of trees removed during the Construction Phase (Ch. A2140 to Ch. A2860); and
- Substantial changes to the townscape for the section of the Proposed Scheme between Greenhills Road junction with Mayberry Road to the M50 overbridge, including provision of new sections of road corridor at Birchview / Parkview within existing open space, including substantial loss of amenity space and reduction in access permeability from adjacent areas due to presence of the new road. There will be continued effects resulting from loss of trees and hedgerows removed during the Construction Phase (Ch. A2950 to Ch. A3710).

The following key landscape measures are proposed in this section:

- Reinstatement of open space at Blessington Road used for construction compound, with provision of additional landscape improvements in the form of a new asphalt footpath and tree planting;
- Provision of new paving scheme and tree planting at Belgard Square South, Belgard Square West, new bus interchange, Belgard Square North, including high-quality stone paving at the bus interchange (Ch. A0 to Ch. A950);
- Improved pedestrian accessibility and reduced car dominance of streetscape character in Tallaght Town Centre with removal of roundabout junctions, provision of narrowed crossing points and new signalised crossings. Traffic calming and visual improvement provided at side-road junctions using sett paving to pedestrian crossing points (Ch. A0 to Ch. A800);
- Improved streetscape at Belgard Square East with provision of ornamental planting to landscape areas on the eastern side of the road to aid in screening concrete block wall to adjacent properties (Ch. A780 to Ch. A950);
- Change from poured concrete surfacing to median on Blessington Road and junction with Belgard Road, with the provision of concrete block paving and ornamental planting (Ch. A950 to Ch. A1100);
- Provision of appropriate replacement paving scheme and tree planting at new bus-only junction at Old Greenhills Road / Greenhills Road junction (Ch. A1940 to Ch.1990);
- Reinstatement of open space at Bancroft Park with provision of additional landscape improvements in the form of a new gravel footpath, tree planting and boundary hedgerows (off-chainage);
- Improved pedestrian crossing points on Greenhills road at junctions of Bancroft Park, TUD Tallaght access road, Tallaght Athletics Club, Astro Park, Broomhill Road and Hibernian Industrial Estate using sett paving (Ch. A1950 to Ch. A2760);

- Provision of substantial replacement / additional tree planting and boundary planting along road corridor and within open spaces within industrial section of Greenhills Road and short adjoining section of Airton Road (Ch. A2160 to Ch. A2860);
- Provision of substantial reinstatement / additional tree planting and boundary planting to open spaces along residential section of Greenhills Road, proposed bus-only road adjacent to Treepark Road and reinstated areas of open spaces used for construction compounds TC4 and TC5 (Ch. A2900 to Ch. A3700); and
- Improved paving scheme to entrance on southwestern corner of Tymon Park using stone paving and provision of sett paving to pedestrian crossing points on side streets off Greenhills Road (Ch. B230 to Ch. B260).

17.4.1.4.2 Ballymount to Crumlin (for baseline features refer to Figure 17.1, Sheets 5 to 8 of 27 in Volume 3 of this EIAR)

- Change to crossing of M50 with two new pedestrian / cycle overbridges across the M50 (Ch. A3720 to Ch. A3800);
- Substantial changes between M50 overbridge and Walkinstown Roundabout, with the provision of new sections of roads at Ballymount Avenue, Calmount Avenue and Calmount Road, with new junctions connecting to Greenhills Road. Change of Ballymount Avenue / Calmount Road junction to signalised junction with changes to surrounding landscape areas. Sections of permanent land acquisition from surrounding commercial properties, with some loss of scrubland, trees and boundary planting. Narrow strip of permanent land take from open space at Tymon Park (Ch. A3950 to Ch. A4170); and
- Changes to layout of Walkinstown Roundabout with impacts on parking areas, paved areas to commercial frontages, and provision of cycle tracks, pedestrian crossings and new landscape areas (Ch. A5830 to Ch. A5960).

The following key landscape measures are proposed in this section:

- Provision of reinstatement of landscape areas, boundary treatments and boundary planting at Tymon Park (Ch. A3950 to Ch. A4160);
- Provision of paving scheme and tree planting to proposed pedestrianised entrance to Ballymount Road Upper (Ch. A3950 to Ch. A3960);
- Provision of tree planting, native woodland planting, boundary planting and species-rich grassland to open space areas surrounding new road sections and junctions at Ballymount Avenue, Calmount Avenue and Calmount Road (Ch. A4100 to Ch. A5500);
- Provision of replacement and new street trees along Ballymount Avenue, Calmount Road and Greenhills Road (Ch. A4300 to Ch. A5730);
- Provision and reinstatement of boundaries along Greenhills Road including provision of new retaining walls (Ch. A3780 to Ch. A5720); and
- An improved urban realm to Walkinstown Roundabout with provision of new landscape areas including tree planting and wildflower meadow, reduced dominance of parking and hard surfacing, and a new consistent paving scheme throughout, including to areas of land acquisition from commercial frontages (Ch. A5830 to Ch. A5960).

17.4.1.4.3 Crumlin to Grand Canal (for baseline features refer to Figure 17.1, Sheets 9 to 14 of 27 in Volume 3 of this EIAR)

- Substantial changes to road corridor along Walkinstown Road, Drimnagh Road and Crumlin Road with permanent land acquisition from residential properties at No. 90 to No. 156 (34 no.) and 9 to 47 Walkinstown Road (20 no.), and a range of other properties along various sections of corridor (Ch. A5960 to Ch. A9280);
- Continuing effects from loss of a substantial number of trees removed during the Construction Phase on Walkinstown Road, Drimnagh Road and Kildare Road (Ch. A6060 to Ch. A6660, Ch. A6780 to Ch. A7460 and Ch. E60 to Ch. E530); and
- Changes to junction between Drimnagh Road / St. Mary's Road / Kildare Road including landscape islands and setting of Celtic Cross (Ch. A7400 to Ch. A7550).

The following key landscape measures are proposed in this section:

- Provision of improved paving scheme, new tree planting and ornamental planting to existing hard-surfaced medians and roadside areas at junction of Walkinstown Road, Long Mile Road and Drimnagh Road (Ch. A6700 to Ch. A6920);
- Reinstatement of Bunting Park following use as construction compound with provision of new tree planting (Ch. D620 to Ch. D640);
- Replacement street tree planting along Drimnagh Road (Ch. A6850 to Ch. A7360);
- Provision of substantial replacement / additional tree planting to small open spaces at Drimnagh Road, Rafters Road, Rutland Avenue (Ch. A7420 to Ch. A7470, Ch. A7700 to Ch. A7760 and Ch. A9230 to Ch. A9260);
- Provision of high-quality paving scheme, tree planting and ornamental planting at new one-way routes to Clonard Road and Bangor Drive (Ch. A8300 to Ch. A8420);
- Provision of improved paving scheme, new tree planting and ornamental planting to frontage of Crumlin Shopping Centre (Ch. A8650 to Ch. A8780);
- Provision of replacement street tree planting to Kildare Road (Ch. E60 to Ch. E530);
- Provision of improved urban realm at junction of Kildare Road and Clogher Road with introduction of a new landscape island and tree planting (Ch. E1100 to Ch. E1200); and
- Provision of traffic calming using sett paving to pedestrian crossing points on side streets along Drimnagh Road, Crumlin Road, Bunting Road, St. Mary's Road, Kildare Road and Clogher Road, as well as provision of paved raised tables to crossroad junctions on Kildare Road and Clogher Road (Ch. A6810 to Ch. A9260, Ch. D0 to Ch. D1346, Ch. E0 to Ch. A2447).

17.4.1.4.4 Grand Canal to Christchurch (for baseline features refer to Figure 17.1, Sheets 14 to 20 of 14 in Volume 3 of this EIAR)

- Modest changes to road corridor from Grand Canal through to High Street, including introduction of cycle tracks and changes to footpaths, most notably with a reduction in footpath widths on Patrick Street (Ch. A9280 to Ch. A11490).

The following key landscape measures are proposed in this section:

- Localised sections of improved public realm with new paving schemes and tree planting, including paved pedestrian crossing points to side streets, as well as substantial numbers of new trees along Cork Street and St. Luke's Avenue (Ch. A9280 to Ch. A11490); and
- Consideration of urban realm proposals for Dolphins Barn / South Circular Road designed by others (Ch. A9420 to Ch. A9550).

17.4.1.4.5 Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction (for baseline features refer to Figure 17.1, Sheets 21 to 24 of 27 in Volume 3 of this EIAR)

- Modest changes to road corridor from Woodford Walk to Naas Road with minor permanent land acquisition to various commercial / industrial properties, and to canal side verge / cycle path, with loss of trees (Ch. F0 to Ch. F2400); and
- Substantial change in provision of major cycle and pedestrian bridge structure over Nangor Road / Naas Road / Long Mile Road junction (Ch. F2100 to Ch. F2350).

The following key landscape measures are proposed in this section:

- Provision of improved cycle access links to Grand Canal towpath (Ch. F390 to Ch. F600);
- Improvements to junctions and sections of footpaths with provision of enhanced paving schemes and improved pedestrian access (Ch. F0 to Ch. F2400); and
- Substantial replacement and additional tree planting to sections of New Nangor Road between Woodford Walk and Willow Road (Ch. F50 to Ch. F1400) and provision of replacement trees and beech hedge to tie in with existing boundary treatments at Toyota Ireland / Diageo and Kileen Road (Ch. F1400 to Ch. F1750).

17.4.1.4.6 Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh (for baseline features refer to Figure 17.1, Sheets 24 to 27 of 27 in Volume 3 of this EIAR)

- Modest changes to road corridor along Naas Road to Walkinstown Avenue to Long Mile Road (Ch. F2350 to Ch. F4225).

The following key landscape measures are proposed in this section:

- Improvements to junctions and sections of footpaths with provision of enhanced paving schemes and improved pedestrian access, most notably at junction of Long Mile Road and Walkinstown Avenue which is also enhanced with new street tree planting (Ch. F2740 to Ch. F4226).

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

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

17.4.2 Do Nothing Scenario

With respect to Landscape (Townscape) and Visual, the 'Do Nothing' scenario means that the Proposed Scheme would not proceed and associated changes to the Landscape (Townscape) and Visual environment would not arise. Therefore, landscapes / townscapes and properties along the Proposed Scheme would not experience the negative impacts that are associated with the Proposed Scheme and their existing setting would experience little or no change in the short to Medium-Term. Nevertheless, given the suburban / urban context of the Proposed Scheme it is considered likely that the road corridors that would have formed part of Proposed Scheme will continue to experience pressure for reallocation of carriageway space and associated traffic

movements in direct response to the increasing demand for alternative modes of transport (i.e., away from private car).

There would be a Neutral effect on the Landscape (Townscape) and Visual under the 'Do Nothing' scenario.

17.4.3 Construction Phase

The Construction Phase of the Proposed Scheme will give rise to temporary or short-term (1 to 3 years) townscape streetscape and visual impact through the following:

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

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

17.4.3.1 Impact on Townscape and Streetscape Character

As set out in Section 17.3.1 the Proposed Scheme is sub-divided into six townscape / streetscape character areas:

- Tallaght to Ballymount;
- Ballymount to Crumlin;
- Crumlin to Grand Canal;
- Grand Canal to Christchurch;
- Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction; and
- Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh.

17.4.3.1.1 Tallaght to Ballymount

The baseline townscape is of **medium to very high sensitivity** (very high in Tallaght Village) and the construction of the Proposed Scheme involves demolition, excavation and construction works of sections of kerbs, road carriageways, sections of footpaths, junctions, surfacing and parking, drainage features and utilities. The Proposed Scheme includes loss of trees and direct impacts on existing boundaries, landscape areas and other planting along the western side of carparking at Tallaght Town Centre for construction of a new bus interchange. The works will also include works on Belgard Square North including replacement of two planted roundabouts with signalised cross junctions, with some limited land acquisition from adjacent properties. Construction along Main Street in Tallaght will involve minimal works. There will be an impact on a pedestrianised area at the northern end of Old Greenhills Road, with acquisition of area for new bus-only access route. The open spaces at Blessington Road, SW of Tallaght Town Centre, and at Bancroft Park will be used as a temporary construction compounds. There will be substantial works along sections of the road corridor along Hibernian Industrial Estate and Broomhill Estate, including land acquisition from commercial properties, and through Birchview / Parkview residential areas, where a new bus-only road will be constructed through open spaces resulting in a loss of a large extent of amenity space, loss of roadside tree groups / hedgerow trees and impacts on access.

The works will involve temporary acquisition at Westpark Fitness, Bancroft Park, River Poddle, Astro Park, an SHD site, Kilnamanagh Tymon Primary Care Centre, Green Hills Retail Park, Harvey Norman Retail, Valeo Foods and Cross Rental Services, landscape / verge to industrial units, landscape area adjacent to Nos. 13D & 14 Birchview Rise and to rear of Nos. 37 to 47A Birchview Drive and Nos. 19 to 22A Birchview Avenue, from wide landscape corridor along Birchview Avenue / Treepark Road / Tymonville Crescent, at Parkview residential areas and adjacent to Kilnamanagh Athletics Club. There will generally limited tree loss across this section, with more substantial loss of a hedgerow at Birchview Avenue and woodland planting at Tymon Lane / south of the M50.

The construction works will have a substantial effect on the existing streetscape / townscape character at the Blessington Road compound, at Bancroft Park and Birchview / Parkview where there will be a considerable temporary / short-term loss of amenity. Works will cause a notable temporary disruption of streetscape amenity in other parts of this section. The magnitude of change in the baseline environment is **very high** (excluding very highly sensitivity areas of Tallaght Village which will have a **slight** magnitude of change).

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Very Significant and Temporary / Short-Term**.

17.4.3.1.2 Ballymount to Crumlin

The baseline townscape is of medium / high sensitivity and construction of the Proposed Scheme involves substantial works along industrial areas and more modest works approaching Walkinstown Roundabout. Substantial works will occur at the M50 overbridge, with construction of two new pedestrian / cycle overbridges, and along industrial areas of Greenhills Road with the extension of Ballymount Avenue, Calmount Avenue and Calmount Road and construction of associated junctions.

The works will also involve temporary and permanent acquisition of land from industrial estates along Greenhills Road, Calmount estate, and temporary land acquisition from commercial frontages approaching Walkinstown Roundabout. Impacts on the industrial properties will involve the removal of existing boundary walls and entrances, and construction of some retaining walls. There will be substantial loss of street trees and other vegetation due to works within the industrial areas. The impact on the residential / commercial area approaching Walkinstown Roundabout will be more limited with works located largely within the road corridor.

The construction works will have a notable effect on the existing streetscape character along some parts of this section of the Proposed Scheme, especially around the M50 overbridge, at Ballymount Avenue, Calmount Avenue and Calmount Road. There will be substantial works at Walkinstown Roundabout with changes to the layout and areas of surrounding commercial properties. The magnitude of change in the baseline environment is **high**.

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Significant and Temporary / Short-Term**.

17.4.3.1.3 Crumlin to Grand Canal

The baseline townscape is of **high sensitivity** and construction of the Proposed Scheme involves substantial changes along the road corridor. The Construction Phase involves demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities, and drainage features. The works will also involve temporary and permanent acquisition from Walkinstown Mall, Walkinstown Shopping Centre, Nos. 316 - 318 and 320 (SHD lands at former Ardscoil Éanna secondary school) on the north side of Crumlin Road, with loss of boundaries, planting and trees. There will be land acquisition from open spaces at Rafter's Road, Iveagh Grounds / Guinness Athletic Union / Guinness Athletic Union, Bunting Park and Rutland Avenue, including loss of some mature trees and establishment of construction compounds at Rafter's Road and Bunting Park. The works will also involve land acquisition from 54 no. residential properties along Walkinstown Road and Crumlin Road. Impacts on the residential properties will involve the removal of existing boundary walls and entrances, and sections of driveway and established gardens, including some mature trees and hedgerows. There will be substantial loss of street trees along Drimnagh Road, and the western part of Kildare Road. Works at the junction of Drimnagh Road / St. Mary's Road / Kildare Road include impacts on landscape islands and setting of Celtic Cross monument.

The construction works will not alter the overall townscape character along this section of the Proposed Scheme but there will be detrimental impacts on the character of the streetscape. The magnitude of change in the baseline environment is **very high**.

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Very Significant and Temporary / Short-Term**.

17.4.3.1.4 Grand Canal to Christchurch

The baseline townscape is of **very high sensitivity** and construction of the Proposed Scheme involves generally modest changes along the road corridor. The Construction Phase involves limited demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities and drainage features. The construction works will not alter the existing townscape character along this section of the Proposed Scheme but there will be an impact on the amenity of the streetscape. The magnitude of change in the baseline environment is **medium**.

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.1.5 Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

The baseline townscape is of **low / medium sensitivity** and construction of the Proposed Scheme involves demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities and drainage features. These works include links to, and limited removal of vegetation from the sections of the Grand Canal cycle / pedestrian way. The works also impact on boundaries and planting fronting existing industrial facilities and the Cammock River corridor along Nangor Road. Substantial works are required at the junction of New Nangor Road / Naas Road / Long Mile Road, including temporary land acquisition from adjacent commercial properties for construction of a large pedestrian / cycle bridge. The construction works will not alter the overall townscape character along this section of the Proposed Scheme but there will be an impact on the limited amenity of the streetscape. The magnitude of change in the baseline environment is **medium / high**.

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.1.6 Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

The baseline townscape is of **medium sensitivity** and construction of the Proposed Scheme involves demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities and drainage features. Works along Naas Road / Walkinstown Avenue will require temporary and permanent land acquisition from the MDL, Agnelli and other commercial sites with impact on boundaries and established planting. Works along Long Mile Road will require very small-scale temporary land acquisition from entrances to Finches Business Park and Drimnagh Castle / Drimnagh Castle Primary and Secondary Schools. There will be loss of some trees from a planted median and from MDL site but otherwise impacts on vegetation are limited. The construction works will not appreciably alter the existing townscape or streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment is **medium**.

The potential townscape / streetscape impact of the Construction Phase on this section is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.2 Impact on Streetscape Elements and Visual Impacts

17.4.3.2.1 Architectural Conservation Areas

An architectural conservation area (ACA) is located at The Coombe / Dean Street where modest works are proposed along the existing street. Works will not directly impact characteristic features of the ACA. Sensitivity is **very high** and the magnitude of change in the baseline environment is **low**.

The potential townscape / streetscape and visual impact of the Construction Phase on the ACA is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.2.2 Conservation Areas

Conservation Areas are located at Drimnagh Castle, the Grand Canal, St. Patrick's Cathedral, St. Patrick's Close and St. Patrick's Park and at High Street / Christchurch.

The construction of the Proposed Scheme will result in localised changes and modest alterations to the road corridor in the vicinity of Drimnagh Castle but no works will take place within the conservation area. The construction of the Proposed Scheme will result in localised changes and modest alterations to the road corridor in the vicinity of the Grand Canal at Nangor Road and Dolphin's Barn Bridge. The works will not detract from the wider conservation areas. The sensitivity is **very high** and the magnitude of change in the baseline environment is **low / medium**.

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

17.4.3.2.3 Residential Conservation Areas

There is a residential conservation area located at Iveagh Gardens off Crumlin Road. There will be limited works to this section of Crumlin Road and a small change to the junction with Iveagh Gardens to provide a new pedestrian crossing. The works will be visible from adjacent areas of the residential conservation area but there will be no impacts on sensitive aspects of the designation or context. The sensitivity is **very high** and the magnitude of change is **low** (refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual impact of the Construction Phase on Protected Structures is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.2.4 Protected Structures

Protected Structures are located at The Priory, St. Mary's Dominican Priory, St. Maelruain's Church & Monastic Enclosure, two semi-detached, single-storey houses and St. Mary's Dominican Church in Tallaght Village, the MDL building, Walkinstown Avenue, Drimnagh Castle, Nos. 1-3 at the corner of Dolphin's Barn and South Circular Road, Brú Chaoimhín (HSE), Nos. 104, 112 and 116 Cork Street, No. 77 Francis Street, No. 129 The Coombe, No. 1 Dean Street, St. Patrick's Cathedral and buildings around St. Patrick's Close, the Iveagh Buildings fronting Patrick Street, and St. Nicholas Church. Works required along the road corridor in the vicinity of these structures are modest and do not detract from the designations but do effect views to and from the properties. The works impact on the boundary railing and planting at the MDL building on the corner of Naas Road / Walkinstown Avenue, and on the road entrance to Drimnagh Castle. The sensitivity is **very high** and the magnitude of change is **medium** (refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual impact of the Construction Phase on Protected Structures is assessed to be **Negative, Moderate and Temporary / Short-Term**.

17.4.3.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme. These include areas such as the grounds of TUD Tallaght, Bancroft Park / Tallaght Athletics Club, Tymonville residential estate, Tymon Park, the Grand Canal corridor and Cammock River corridor, and public open spaces at Bunting Park, William Pearse Park, Eamon Ceannt Park, Rafter's Road, Iveagh Grounds / Guinness Athletic Union and St. Patrick's Park.

The construction of the Proposed Scheme will result in direct impacts on the boundary of Tallaght Athletics Club / Bancroft Park and short sections of plantings along the Grand Canal and Cammock River. The works will require acquisition of open spaces at Birchview and Parkview, with loss of trees as well as boundary fences, plantings and areas at Iveagh Sportsground. Construction Compounds are to be located in open spaces off Blessington Road, south-west of Tallaght Town Centre, at Rafter's Road and at Rutland Avenue. The impact on the small tree-lined open space fronted by residential properties at Rafter's Road junction is particularly notable, resulting in the loss of three mature trees. With the exception of the open space at Rafter's Road, there will be no removal of tree planting associated with the Construction Compounds. There will be works within a small area of open space associated with Landsdown Valley / Slieverbloom Park. Major parks, such as William Pearse Park, Eamon Ceannt Park and St. Patrick's Park are not directly impacted. The sensitivity is **high** and the magnitude of change is **medium / high**.

The potential townscape / streetscape and visual impact of the Construction Phase on Amenities is assessed to be **Negative, Significant and Temporary / Short-Term**.

17.4.3.2.6 Tree Preservation Orders / Tree Preservation Objectives

There are no tree preservation orders / preservation objectives along the Proposed Scheme.

17.4.3.2.7 Preserved Views / Scenic Views, etc.

Views are identified for protection north along Patrick Street towards Christchurch. The Proposed Scheme involves modest works along Patrick Street and Nicholas Street. While these will be visible in the protected view they will not detract from the overall view. The sensitivity is **high** and the magnitude of change is **medium / high**.

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

17.4.3.2.8 Properties

Construction of the Proposed Scheme will require acquisition from 55 residential properties, along Walkinstown Road and on Greenhills Road, including removal of boundary walls, driveways, gardens, planting, with access to properties maintained as far as practicable:

- Nos. 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 136A, 138, 140, 142, 146, 148, 150, 152, 154 and 156 Walkinstown Road (34 no.) on the western side of the road;
- Nos. 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45 and 47 Walkinstown Road (20 no.) on the eastern side of the road; and
- Part of the entrance to Greenhills Lodge on Greenhills Road with reconstruction of driveway access.

The sensitivity is high and the magnitude of change at the residential properties on Walkinstown Road is **very high**, and the sensitivity is **medium** and the magnitude of change for Greenhills Lodge is **low**.

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

There will also be land take and works to areas of hardstanding outside of residential properties at:

- Nos. 3, 5, 7, 9, 11, 11A, 15, 17, 19 and 21 Greenhills Road.

The sensitivity is medium and the magnitude of change at these properties is **medium**.

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

Construction of the Proposed Scheme will require acquisition from a range of non-residential properties (commercial and industrial properties – most notably along Greenhills Road, and from Cherrytree Public House, Walkinstown Mall, Walkinstown Shopping Centre and Old County Road Health Centre). While some areas are hard standing, works will involve loss of private area, removal of boundaries, some trees, plantings and landscape areas. The sensitivity is **high** and the magnitude of change is **high**.

The potential townscape / streetscape and visual impact of the Construction Phase on these non-residential properties is assessed to be **Negative, Very Significant and Temporary / Short-Term**.

In addition to those properties directly effected through acquisition (temporary and / or permanent) of private areas, construction of the Proposed Scheme will also result in visual impacts for other residential and non-residential properties located along, fronting and viewing the Proposed Scheme. Impacts will arise from the provision of Construction Compounds, general disturbance, demolition, excavation and construction works within the public road corridor of the Proposed Scheme and the introduction of road corridors and associated visual clutter within open space areas. The sensitivity is **high** and the magnitude of change is **medium / high**.

The townscape and visual impact of the Construction Phase on properties located along, fronting and viewing the Proposed Scheme is assessed to be **Negative, Moderate / Significant and Temporary / Short-Term**.

17.4.3.2.9 Trees and Vegetation

Construction of the Proposed Scheme will require removal of existing trees and other plantings at specific locations along the road corridor. Most notably these include young tree plantings at the west carpark in Tallaght Town Centre, remnant sections of tree-lined hedgerow along Greenhills Road at Birchview, young street trees along Ballymount Avenue and Calmount Road, along sections of Drimnagh Road, Long Mile Road and Crumlin Road and in properties acquired for the works. The sensitivity is **medium / high** and the magnitude of change is **high**.

The townscape and visual impact of the Construction Phase on trees and vegetation is assessed to be **Negative, Significant and Temporary / Short-Term**.

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

Table 17.7: Summary of Potential Construction Phase Effects

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
	Tallaght to Ballymount For proposed changes see Section 17.4.3.1.1	Medium / Locally Very High	Very High	Negative Very Significant Temporary-Short-Term
	Ballymount to Crumlin For proposed changes see Section 17.4.3.1.2	Medium / High	High	Negative Significant Temporary / Short-Term
	Crumlin to Grand Canal For proposed changes see Section 17.4.3.1.3	High	Very High	Negative Very Significant Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
	Grand Canal to Christchurch For proposed changes see Section 17.4.3.1.4	Very High	Medium	Negative Moderate Temporary / Short-Term
	Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.3.1.5	Low / Medium	Medium / High	Negative Moderate Temporary / Short-Term
	Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh For proposed changes see Section 17.4.3.1.6	Medium	Medium	Negative Moderate Temporary / Short-Term
Streetscape Characteristics and Visual Impacts				
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.3.2.1	Very High	Low	Negative Moderate Temporary / Short-Term
Conservation Areas	For proposed changes see Section 17.4.3.2.2	Very High	Low / Medium	Negative Slight / Moderate Temporary / Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Low	Negative Moderate Temporary / Short-Term
Protected Structures	For proposed changes see Section 17.4.3.2.4 (refer also to Chapter 16 (Architectural Heritage)).	Very High	Medium	Negative Moderate Temporary / Short-Term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	High	Medium / High	Negative Significant Temporary / Short-Term
Tree Preservation Orders / Tree Protection Objectives	There are no tree preservation orders / preservation objectives along the Proposed Scheme.	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium / High	Negative Moderate Temporary / Short-Term
Properties	Part of residential property in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Temporary /

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
				Short-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Negative Moderate Temporary / Short-Term
	Non-residential properties included in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	High	Negative Very Significant Temporary / Short-Term
	Properties located along, fronting and viewing the Proposed Scheme For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Moderate / Significant Temporary / Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	Medium / High	High	Negative Significant Temporary / Short-Term

17.4.4 Operational Phase

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

- Alterations in the physical and visual character of the corridor of the existing road / street;
- Introduction of new sections of public road and associated built elements;
- Changes in traffic, pedestrian and cycle movements;
- Modification of areas of private property / gardens / boundaries; and
- Adjustments to other areas / boundaries.

These effects may be temporary, Short-Term, Medium-Term, Long-Term or Permanent.

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

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

17.4.4.1 Impact on Townscape and Streetscape Character

As set out in Section 17.3.1, the Proposed Scheme is sub-divided into six sections:

- Tallaght to Ballymount;
- Ballymount to Crumlin;
- Crumlin to Grand Canal;

- Grand Canal to Christchurch;
- Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction; and
- Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh.

17.4.4.1.1 Tallaght to Ballymount

The baseline townscape is of generally of **medium sensitivity** and also **locally very high sensitivity** at Tallaght Village. The operation of the Proposed Scheme involves limited changes to the existing road infrastructure within Tallaght Village but some substantial changes in Tallaght Town Centre with the provision of a new bus interchange at Belgard / Road West / Tallaght Town Centre, and changes to adjacent public open space, where existing planting is removed and boundaries are setback. There will be substantial changes along the existing major road infrastructure; most notably along Hibernian Industrial Estate and Broomhill Estate, and the introduction of new sections of bus-only road and associated elements through existing open space areas in Birchview / Parkview / Treepark residential areas. There will be a permanent loss of public open space, visual amenity and access permeability within the Birchview / Parkview areas. There will be continued effects resulting from loss of trees and plantings removed across this section during the Construction Phase, most prominently at Belgard Square West, industrial sections of Greenhills Road, at open space adjacent to Birchview and south of the M50.

There will be substantial replacement and additional tree planting within this section, particularly at the open space at Blessington Road, at Belgard Square West, industrial sections of Greenhills Road, and at open spaces at Birchview / Parkview / Treepark, which will aid in reducing some of the negative effects, and in some cases will result in localised positive effects over the long-term as the trees mature. The introduction of ornamental planting on Belgard Square East and Blessington Road will help soften and improve the amenity of the existing streetscape. Improved paving schemes are proposed to sections of footpaths within Tallaght Town Centre and at the southwest entrance to Tymon Park which will provide localised improvements to streetscape amenity.

The Operational Phase will have a substantial effect on the existing streetscape character at Birchview / Parkview / Treepark where there will be a considerable loss of amenity in the short-term, with a reduction in negative effects over the long term as replacement and additional planting matures. Some other areas of the section will experience localised, positive short-term effects with the introduction of improved paving and long-term effects as tree planting matures. The overall townscape character of the section will not be noticeably affected. The magnitude of change in the baseline environment is **high** (excluding very high sensitivity areas of Tallaght Village which will have a **slight** magnitude of change).

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Significant and Short-Term becoming Neutral, Moderate, Long-Term**.

17.4.4.1.2 Ballymount to Crumlin

The baseline townscape is of **medium / high sensitivity** and there will be substantial changes at the M50 overbridge, with provision of two new pedestrian / cycle overbridges, and along industrial areas of Greenhills Road with the provision of extended sections of Ballymount Avenue, Calmount Avenue and Calmount Road, provision of associated junctions and the permanent acquisition from commercial properties at Walkinstown Roundabout. There is substantial replacement and additional tree planting to streets throughout this section which will result in reduction in negative effects associated with tree loss in the Construction Phase and will improve to the streetscape character over the medium to long-term. High sensitivity sections of the Proposed Scheme at Walkinstown Roundabout will experience substantial improvement with the provision of new landscape areas and an attractive public realm scheme.

The operational phase of the Proposed Scheme will not alter the overall townscape character but there will be a negative effect on the amenity of the existing streetscape character along some parts of this section of the Proposed Scheme. The magnitude of change in the baseline environment is **medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Neutral, Moderate and Short-Term becoming Positive, Moderate / Significant, Long-Term**.

17.4.4.1.3 Crumlin to Grand Canal

The baseline townscape is of **high sensitivity** and the operation of the Proposed Scheme involves substantial changes along the road corridor, with permanent acquisition from 54 no. residential properties on Walkinstown Road; 10 no. areas of hardstanding associated with residential properties; commercial properties at Walkinstown Mall, Walkinstown Shopping Centre; and open space at Iveagh Grounds / Guinness Athletic Union. There will be negative effects from the loss of street trees removed during the Construction Phase from Drimnagh Road, the western part of Kildare Road and from the junction between Drimnagh Road / St. Mary's Road / Kildare Road. These effects will be reduced, and in some case locally negated, by substantial planting of replacement or additional street trees.

There will be the provision of a substantial improvement at the junction of Long Mile Road / Walkinstown Road / Drimnagh Road, and at the frontage of Crumlin Shopping Centre with the reduction in hard surfacing, an improved paving scheme, increased pedestrian and cycle accessibility, and introduction of new trees and planted areas. The provision of raised tables and other traffic calming measures using sett or stone paving will provide enhancements to the streetscape at junctions along Drimnagh Road, Crumlin Road, Kildare Road and Clogher Road. Trees will be replaced at the junction between Drimnagh Road / St. Mary's Road / Kildare Road with no long-term impact on the Celtic Cross monument.

The Operational Phase will not appreciably alter the overall townscape character of this section of the Proposed Scheme, but it will alter the local streetscape both positively and negatively depending on location. The junction of Long Mile Road / Walkinstown Road / Drimnagh Road, and the western section of Kildare Road will experience the most notable improvement in streetscape amenity while Walkinstown Road will experience a notable degradation of streetscape amenity from trees removed during construction with limited proposed replacement. The overall change across the section is negative in the short-term becoming positive over the long-term. The magnitude of change in the baseline environment is **high**.

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Significant and Short-Term becoming Positive, Moderate, Long-Term**.

17.4.4.1.4 Grand Canal to Christchurch

The baseline townscape is of very **high sensitivity** and the operation of the Proposed Scheme involves minor changes along the road corridor, including changes to footpaths and introduction of cycleways, most notably where footpaths at Patrick Street will be narrowed. The proposals will incorporate the Dolphin's Barn public realm design (by others) and this will be complemented with provision of a traffic calming paving scheme to the South Circular Road / Dolphin's Barn junction. There will be provision of improvements to sections of paving, and pedestrian access points across junction along this section. There will be continued effects from loss of a very limited number of trees removed during the Construction Phase, but this will be negated by the substantial number of additional trees proposed, most notably along Cork Street, which will lead to a notable improvement in streetscape amenity. The operational phase will not appreciably alter the overall townscape character of this section of the Proposed Scheme, but there will be a substantial improvement to streetscape amenity along Cork Street, South Circular Road / Dolphin's Barn and to a lesser degree in other parts of this section, the positive effects of which will become more pronounced over the long-term. The magnitude of change in the baseline environment is **low / medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Positive, Moderate / Significant and Short-Term becoming Positive, Significant, Long-Term**.

17.4.4.1.5 Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction

The baseline townscape is of **low / medium sensitivity** and the operation of the Proposed Scheme involves modest changes along the road corridor, including at the Grand Canal and along industrial facilities on Nangor Road where permanent land acquisition will be required. The most substantial change is the provision of a new cycle and pedestrian / cycle overbridge, with ramps and steps spanning the Nangor Road / Naas Road / Long Mile Road junction. Although this will form a new detracting element, the streetscape character is composed of a large dual carriageway junction with low sensitivity. There will be continuing effects from the loss of trees

removed during the Construction Phase. However, there will be substantial replacement and additional tree planting along New Nangor Road which will lead to a positive effect over the long-term as these mature.

The operational phase will not appreciably alter the existing townscape character of this section of the Proposed Scheme but there will be localised improvements to streetscape amenity from provision of additional tree planting, most notably along New Nangor Road. The magnitude of change in the baseline environment is **medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Slight / Moderate** and **Short-Term becoming Positive, Moderate, Long-Term**.

17.4.4.1.6 Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh

The baseline townscape is of **medium** sensitivity and operation of the Proposed Scheme involves minor changes along the road corridor, including at the MDL and Agnelli buildings, where the existing boundary is setback and there will be continuing effects from the loss of trees removed in the Construction Phase. There will be an improvement to the streetscape at the junction of Long Mile Road and Walkinstown Avenue with provision of an appropriate paving scheme and new tree planting.

The operational phase will not alter the existing townscape or streetscape character of this section of the Proposed Scheme. The magnitude of change in the baseline environment is **low**.

The potential townscape / streetscape and visual impact of the Operational Phase on this section is assessed to be **Negative, Slight and Short-Term** become **Positive, Slight and Long-Term**.

17.4.4.2 Impact on Streetscape Elements and Visual Impacts

17.4.4.2.1 Architectural Conservation Areas

An architectural conservation area (ACA) is located at The Coombe / Dean Street, where changes are proposed along the existing street. The changes will not impact characteristic features of the ACA but there will be a positive effect from the provision of an appropriate paving scheme and some tree planting within the streetscape. The sensitivity is **very high** and the magnitude of change in the baseline environment is **low**.

The potential townscape / streetscape and visual impact of the Operational Phase on the architectural conservation area is assessed to be **Positive, Slight and Short-Term** becoming **Positive, Slight / Moderate, Long-Term**.

17.4.4.2.2 Conservation Areas

Conservation Areas are located at Drimnagh Castle, the Grand Canal, St Patrick's Cathedral, St Patrick's Close and St Patrick's Park and at High Street / Christchurch. The operation of the Proposed Scheme will result in localised changes and alterations to the road corridor, which will not detract the wider conservation areas. The sensitivity is **very high** and the magnitude of change in the baseline environment is **low / medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on the conservation areas is assessed to be **Neutral, Slight and Long-Term**.

17.4.4.2.3 Residential Conservation Areas

There is a residential conservation area located at Iveagh Gardens off Crumlin Road. There will be limited changes to this section of Crumlin Road and a small change to the junction with Iveagh Gardens with provision of a new pedestrian crossing which will enhance the entrance to the estate. There will be no impacts on sensitive aspects of the designation or context. The sensitivity is **very high** and the magnitude of change is **low** (refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual impact of the Operational Phase on Protected Structures is assessed to be **Positive, Moderate and Long-Term**.

17.4.4.2.4 Protected Structures

Protected Structures are located at The Priory, St. Mary's Dominican Priory, St. Maelruain's Church & Monastic Enclosure, two semi-detached, single-storey houses and St. Mary's Dominican Church in Tallaght Village and at the MDL building, Walkinstown Avenue, Drimnagh Castle, Nos. 1-3 corner of Dolphin's Barn and South Circular Road, Brú Chaoimhín (HSE), Nos. 104, 112, 116 Cork Street, No. 77 Francis Street, No. 129 The Coombe, No. 1 Dean Street, St. Patrick's Cathedral and buildings around St. Patrick's Close, the Iveagh Buildings fronting Patrick Street, and St. Nicholas Church.

Modest changes are required at the MDL building on the corner of Naas Road / Walkinstown Avenue and along the road corridor adjacent to Protected Structures. There will be very minor regrading to the road entrance to Drimnagh Castle but no direct impacts on the protected structure. The sensitivity is **very high** and the magnitude of change is **low** (refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual impact of the Operational Phase on Protected Structures is assessed to be **Negative, Slight and Long-Term**.

17.4.4.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme. These include areas such as the grounds of TUD Tallaght, Bancroft Park / Tallaght Athletics Club, open space at Parkview / Birchview / Treepark, Tymon Park, the Grand Canal corridor and Cammock River corridor, and public open spaces at Bunting Park, William Pearse Park, Eamon Ceannt Park, Rafter's Road, Iveagh Grounds / Guinness Athletic Union, Rutland Avenue and St. Patrick's Park.

The Operational Phase will involve major changes to existing open space areas in Birchview / Parkview / Treepark residential areas. These areas are designated for future road development in the South Dublin County Development Plan 2022-2028 (SDCC 20222). However, they currently have value as open amenity spaces. There will be introduction of a new bus-only road which will restrict access across what is currently an open area. There will be a permanent loss of public open space, visual amenity and access permeability within these areas. There will be provision of new footpaths and cycle tracks through the spaces as well as provision substantial replacement and additional tree planting which will aid in reducing some of the negative effects over the long-term as the trees mature. The sensitivity is **medium / high** and the magnitude of change is **high**.

The potential townscape / streetscape and visual impact of the Operational Phase on open space areas in Birchview / Parkview / Treepark residential areas is assessed to be **Negative, Significant and Short-Term** becoming **Negative, Moderate, Long-Term**.

There will be minor changes to open spaces at Tallaght Athletics Club and Iveagh Grounds / Guinness Athletic Union, with permanent acquisition of land, continuing effects from loss of tree or other planting during construction and changes to the open space, where the existing boundaries are setback. Small areas along the edge of Tymon Park will be permanently acquired for the road corridor, but boundaries, including hedgerows, will be fully reinstated. Open space at Rafter's Road will have continuing short-term effects from loss of trees removed during the Construction Phase. Replacement plantings to these spaces will be effective in greatly reducing negative effects as they mature over the long-term. The sensitivity is **high** and the magnitude of change is **medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on open spaces is assessed to be **Negative, Significant and Short-Term becoming Negative, Slight, Long-Term**.

There will be provision of landscape improvements at the open spaces off Blessington Road, Bancroft Park and Rutland Avenue which will be used as construction compounds. Improvements include new tree planting and provision of new footpaths. The sensitivity is **high** and the magnitude of change is **medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on open spaces is assessed to be **Positive, Moderate and Short-Term becoming Positive, Significant, Long-Term**.

17.4.4.2.6 Tree Preservation Orders / Tree Preservation Objectives

There are no tree preservation orders / preservation objectives along the Proposed Scheme.

17.4.4.2.7 Preserved Views / Scenic Views etc.

Views are identified for protection north along Patrick Street towards Christchurch. The Proposed Scheme involves minor changes along Patrick Street and Nicholas Street. While these will be visible in the protected view they will not detract from the overall view. The sensitivity is **high** and the magnitude of change is **low**.

The potential townscape / streetscape and visual impact of the Operational Phase on open spaces is assessed to be **Neutral, Slight and Short-Term becoming Neutral, Imperceptible, Long-Term**.

17.4.4.2.8 Properties

The operation of the Proposed Scheme will require permanent acquisition from 55 properties on Walkinstown Road and Greenhills Road, with setback of boundary walls, loss of driveway / garden areas and loss of planting:

- Nos. 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 136A, 138, 140, 142, 146, 148, 150, 152, 154 and 156 Walkinstown Road (34 no.) on the western side of the road;
- Nos. 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45 and 47 Walkinstown Road (20 no.) on the eastern side of the road; and
- Part of the entrance to Greenhills Lodge on Greenhills Road.

The sensitivity is **high** and the magnitude of change at the properties on Walkinstown Road is very high, and the sensitivity is **medium** and the magnitude of change for Greenhills Lodge is **low**.

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

There will also be land take and works to areas of hardstanding outside of residential properties at:

- Nos. 3, 5, 7, 9, 11, 11A, 15, 17, 19 and 21 Greenhills Road.

There will be loss of carparking space but an improvement in the streetscape beyond the properties. The sensitivity is medium and the magnitude of change at these properties is **medium**.

The potential townscape / streetscape and visual impact of the Operational Phase on these residential properties is assessed to be **Neutral, Moderate and Long-Term**. The operation of the Proposed Scheme will require permanent land acquisition from a range of non-residential properties (business and industrial properties – notably along Greenhills Road, from Cherrytree Public House, Walkinstown Mall, Walkinstown Shopping Centre, and Old County Road Health Centre). The sensitivity is **medium** and the magnitude of change is **high**.

The potential townscape / streetscape and visual impact of the Operational Phase on these non-residential properties is assessed to be **Negative, Significant and Short-Term becoming Negative, Moderate, Long-Term**.

In addition to those properties directly effected through permanent acquisition of areas, the Operational Phase of the Proposed Scheme will also result in visual impacts for other residential and non-residential properties located along the existing road corridor, fronting and viewing the Proposed Scheme. The sensitivity is **medium / high** and the magnitude of change is **medium**.

The townscape and visual impact of the Operational Phase on properties located along the existing road corridor, fronting and viewing the Proposed Scheme is assessed to be **Negative, Moderate and Short-Term becoming Neutral, Moderate, Long-Term**.

The operation of the proposed scheme will result in the presence of new sections of road corridor at Birchview / Parkview in previous areas of open space. For properties with frontages overlooking these areas there will be substantial negative visual impacts which will reduce over time with the growth of tree planting. Nevertheless, it should be noted that the open space is allocated for future road development, which partially limits the impact at this location. The sensitivity is **high** and the magnitude of change is **high**.

The townscape and visual Impact of the Operational Phase on these properties is assessed to be **Negative, Significant and Short-Term** becoming **Negative, Moderate, Long-Term**.

17.4.4.2.9 Trees

The operation of the Proposed Scheme will not require additional removal of existing trees and other plantings. However, trees will have been removed during construction and there will be continuing effects from their loss in the streetscape / at properties at specific locations along the road corridor. Most notably these include at Belgard Square West, remnant sections of tree-lined hedgerow along Greenhills Road at Birchview, young street trees along Ballymount Avenue and Calmount Road, along sections of Long Mile Road and Crumlin Road, and in properties acquired for the works. There are a substantial number of replacement or additional trees proposed across the Proposed Scheme which will result in a positive effect over the medium to long-term as they mature. The sensitivity is **medium / high** and the magnitude of change is **high**.

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

17.4.4.3 Summary of Predicted Operational Phase Impacts

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

17.4.4.3.1 Potential Benefits

Where there are landscape measures incorporated in the design of the Proposed Scheme there is potential for a beneficial effect to the fabric and character of the receiving landscape / townscape. Measures include for improvements to the streetscape in several locations along the Proposed Scheme, including new or improved footpath and cycle routes, pedestrian crossings, improved or more visually appealing hard surfacing and planting. Over the long-term, the negative effects associated with the removal of trees along many sections of the scheme will reduce with the growth of replacement and additional planting.

There will be an improvement over the long-term for streetscape amenity across the sections of the scheme: from Ballymount to Christchurch; from the junction of Woodford Walk and New Nangor Road to the junction of Long Mile Road, Naas Road and New Nangor Road; and from the junction of Naas Long Mile Road, Naas Road and New Nangor Road (R134) to Drimnagh. There will also be a substantial improvement to the streetscape at Walkinstown Roundabout as well as numerous other junctions across the scheme, where new paving schemes and / or planting are proposed, and pedestrian and cycle accessibility will be improved. There will be positive effects resulting from improvements to the open spaces at Blessington Road, Rutland Avenue and Bancroft Park following reinstatement from use as construction compounds.

The summary of the landscape and visual effect assessment at the early stage of the Operational Phase (at one year post completion of the Construction Phase) of the Proposed Scheme is set out in Table 17.8. Operational effects following the establishment of proposed planting at 15 years post completion of the Construction Phase are shown in Table 17.10.

Table 17.8: Summary of Potential Operational Phase Effects (at one year post completion of Construction Phase)

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
	Tallaght to Ballymount For proposed changes see Section 17.4.4.1.1	Medium / Locally Very High (Tallaght Village)	High	Negative Significant Short-Term
	Ballymount to Crumlin For proposed changes see Section 17.4.4.1.2	Medium / High	Medium	Neutral Moderate Short-Term
	Crumlin to Grand Canal For proposed changes see Section 17.4.4.1.3	High	High	Negative Significant Short-Term
	Grand Canal to Christchurch For proposed changes see Section 17.4.4.1.4	Very High	Low / Medium	Positive Moderate / Significant Short-Term
	Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.4.1.5	Low / Medium	Medium	Negative Slight / Moderate Short-Term
	Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh For proposed changes see Section 17.4.4.1.6	Medium	Low	Negative Slight Short-Term
Streetscape Characteristics and Visual Impacts				
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.4.2.1	Very High	Low	Positive Slight Short-Term
Conservation Areas	For proposed changes see Section 17.4.4.2.2	Very High	Low / Medium	Neutral Slight Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.4.2.3	Very High	Low	Positive Moderate Short-Term
Protected Structures	For proposed changes see Section 17.4.4.2.4 (refer also to Chapter 16 (Architectural Heritage)).	Very High	Low	Negative Slight Short-Term
Amenity Designations	Open space areas in Birchview / Parkview / Treepark residential area For proposed changes see Section 17.4.4.2.5	Medium / High	High	Negative Significant Short-Term
	Tallaght Athletics Club, Iveagh Grounds / Guinness Athletic Union, Rafter's Road and Tymon Park	High	Medium	Negative Significant Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
	Open spaces at Blessington Road, Bancroft Park and Rutland Avenue	High	Medium	Positive Moderate Short-Term
Tree Preservation Orders / Tree Protection Objectives	There are no tree preservation orders / preservation objectives along the Proposed Scheme.	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Low	Neutral Slight Short-Term
Properties	Part of residential property in permanent acquisition For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Very Significant Short-Term
	Non-residential properties included in permanent acquisition For proposed changes see Section 17.4.4.2.8	Medium	High	Negative Significant Short-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Neutral Moderate Short-Term
	Properties located along the existing road corridor, fronting and viewing the Proposed Scheme For proposed changes see Section 17.4.4.2.8	Medium / High	Medium	Negative Moderate Short-Term
	Properties not included in acquisition but with frontages overlooking the new road corridor at Birchview / Parkview For proposed changes see Section 17.4.4.2.8	High	High	Negative Significant Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	Medium / High	High	Negative Moderate / Significant Short-Term

17.5 Mitigation and Monitoring Measures

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

17.5.1 Construction Phase

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

- Trees and vegetation to be retained within and adjoining the works area will be protected in accordance with the British Standard Institution (BSI) British Standard (BS) 5837:2012 'Trees in relation to design, demolition and construction— Recommendations' (BSI 2012). Works required within the root protection area (RPA) of trees to be retained will follow a project-specific arboricultural methodology for such works, which will be prepared by a professional qualified arborist. For details of trees to be retained refer to Tree Protection Plans (Appendix A17.1 Arboricultural Impact Assessment in Volume 3 of this EIAR);
- Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with 'BS 3998:2010 Tree Work – Recommendations' (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist. For details of trees and vegetation to be removed refer to Tree Protection Plans (Appendix A17.1 Arboricultural Impact Assessment in Volume 3 of this EIAR) and Landscape General Arrangements (BCIDA-ACM-ENV_LA-0809_XX_00-DR-LL-9001 in Volume 3 of this EIAR);
- The Arboricultural Assessment prepared for the Proposed Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for on-going monitoring of retained trees during the Operational Phase;
- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8 and Section 17.4.4.2.8), an inventory of boundary details and accesses, planting, paving, and other features that may be disturbed or removed will be prepared by the appointed contractor prior to commencement of construction works;
- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8 and Section 17.4.4.3.8), appropriate measures will be put in place by the appointed contractor to provide for protection of features, trees and vegetation to be retained, and for continued access during construction and for adequate security and screening of construction works. All temporary acquisition areas will be fully decommissioned and reinstated at the end of the Construction Phase or at the earliest time after the reinstatement works are completed to the satisfaction of the NTA. Where features of heritage importance (and which contribute to landscape value) are to be affected by the works, mitigation measures should follow those outlined in Chapter 16 (Architectural Heritage); and
- Appropriate access to amenities and public open spaces shall be maintained by the appointed contractor.

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

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
	Tallaght to Ballymount For proposed changes see Section 17.4.3.1.1	Medium / Locally Very High	Very High	Negative Very Significant Temporary-Short-Term
	Ballymount to Crumlin For proposed changes see Section 17.4.3.1.2	Medium / High	High	Negative Significant Temporary / Short-Term
	Crumlin to Grand Canal For proposed changes see Section 17.4.3.1.3	High	Very High	Negative Very Significant Temporary / Short-Term
	Grand Canal to Christchurch For proposed changes see Section 17.4.3.1.4	Very High	Medium	Negative Moderate Temporary / Short-Term
	Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.3.1.5	Low / Medium	Medium / High	Negative Moderate Temporary / Short-Term
	Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh For proposed changes see Section 17.4.3.1.6	Medium	Medium	Negative Moderate Temporary / Short-Term
Streetscape Characteristics and Visual Impacts				
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.3.2.1	Very High	Low	Negative Moderate Temporary / Short-Term
Conservation Areas	For proposed changes see Section 17.4.3.2.2	Very High	Low / Medium	Negative Slight / Moderate Temporary / Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Low	Negative Moderate Temporary / Short-Term
Protected Structures	For proposed changes see Section 17.4.3.2.4 (refer also to Chapter 16 (Architectural Heritage)).	Very High	Medium	Negative Moderate Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Amenity Designations	For proposed changes see Section 17.4.3.2.5	High	Medium / High	Negative Significant Temporary / Short-Term
Tree Preservation Orders / Tree Protection Objectives	There are no tree preservation orders / preservation objectives along the Proposed Scheme.	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium / High	Negative Moderate Temporary / Short-Term
Properties	Part of residential property in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Short-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Negative Moderate Temporary / Short-Term
	Non-residential properties included in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	High	Negative Very Significant Temporary / Short-Term
	Properties located along, fronting and viewing the Proposed Scheme For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Moderate / Significant Temporary / Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	Medium / High	High	Negative Significant Temporary / Short-Term

17.5.2 Operational Phase

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

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

Table 17.10: Summary of Potential Operational Phase Effects (at one and 15 years post Construction Phase)

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at one year post Construction Phase)	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post Construction Phase)
Townscape and Streetscape Character					
	Tallaght to Ballymount For proposed changes see Section 17.4.4.1.1	Medium / Locally Very High (Tallaght Village)	High	Negative Significant Short-Term	Neutral Moderate Long-Term
	Ballymount to Crumlin For proposed changes see Section 17.4.4.1.2	Medium / High	Medium	Neutral Moderate Short-Term	Positive Moderate / Significant Long-Term
	Crumlin to Grand Canal For proposed changes see Section 17.4.4.1.3	High	High	Negative Significant Short-Term	Positive Moderate Long-Term
	Grand Canal to Christchurch For proposed changes see Section 17.4.4.1.4	Very High	Low / Medium	Positive Moderate / Significant Short-Term	Positive Significant Long-Term
	Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.4.1.5	Low / Medium	Medium	Negative Slight / Moderate Short-Term	Positive Moderate Long-Term
	Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh For proposed changes see Section 17.4.4.1.6	Medium	Low	Negative Slight Short-Term	Positive Slight Long-Term
Streetscape Characteristics and Visual Impacts					
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.4.2.1	Very High	Low	Positive Slight Short-Term	Positive Slight / Moderate Long-Term
Conservation Areas	For proposed changes see Section 17.4.4.2.2	Very High	Low / Medium	Neutral Slight Short-Term	Neutral Slight Long-Term
Residential Conservation Areas	For proposed changes see Section 17.4.4.2.3	Very High	Low	Positive Moderate Short-Term	Positive Moderate Long-Term
Protected Structures	For proposed changes, see Section 17.4.4.2.4 (refer also to Chapter 16 (Architectural Heritage)).	Very High	Low	Negative Slight Short-Term	Negative Slight Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at one year post Construction Phase)	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post Construction Phase)
Amenity Designations	Open space areas in Birchview / Parkview / Treepark residential area For proposed changes see Section 17.4.4.2.5	Medium / High	Very High	Negative Significant Short-Term	Negative Moderate / Significant Long-Term
	Tallaght Athletics Club, Iveagh Grounds / Guinness Athletic Union, Rafter's Road and Tymon Park	High	Medium	Negative Significant Short-Term	Negative Slight Long-Term
	Open spaces at Blessington Road, Bancroft Park and Rutland Avenue	High	Medium	Positive Moderate Short-Term	Positive Significant Long-Term
Tree Preservation Orders / Tree Protection Objectives	There are no tree preservation orders / preservation objectives along the Proposed Scheme.	N/A	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Low	Neutral Slight Short-Term	Neutral Imperceptible Long-Term
Properties	Part of residential property in permanent acquisition For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Very Significant Short-Term	Negative Significant Long-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Neutral Moderate Short-Term	Neutral Moderate Long-Term
	Non-residential properties included in permanent acquisition For proposed changes see Section 17.4.4.2.8	Medium	High	Negative Significant Short-Term	Negative Moderate Long -Term
	Properties located along the existing road corridor, fronting and viewing the Proposed Scheme For proposed changes see Section 17.4.4.2.8	Medium / High	Medium	Negative Moderate Short-Term	Neutral Moderate Long -Term
	Properties not included in acquisition but with frontages overlooking the new road corridor at Birchview / Parkview / Treepark For proposed changes see Section 17.4.4.2.8	High	High	Negative, Significant and Short-Term.	Negative, Moderate Long - Term.
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	Medium / High	High	Negative Moderate / Significant Short-Term	Positive Moderate Long -Term

17.5.2.1 Review of Photomontages

Photomontages have been prepared from key or illustrative viewpoints to give an indication of changes and potential effects resulting from the Proposed Scheme during the Operational Phase after the implementation of the scheme. The proposed views are shown with well-established planting. This section describes the existing

view available from the chosen viewpoint and the Proposed Scheme changes as illustrated in the photomontage. The Photomontages have been prepared in accordance with the methodology set out in Section 17.2.4.8 and are included in Figure 17.2 (for the Tallaght to City Centre section of the Proposed Scheme, i.e., CBC09) and Figure 17.3 (for the Clondalkin to Drimnagh section of the Proposed Scheme, i.e. CBC08) in Volume 3 of this EIAR.

17.5.2.1.1 CBC09 Photomontage View 1: Belgard Square West

View 01: Existing

Figure 17.2.1.1 shows the existing view from Belgard Square West, looking south. The road is bounded to the left by semi-mature street trees and a large hedge separating the road from The Square Shopping Centre car park. Stone paving is visible to the footpath in the foreground.

View 02: Proposed

Figure 17.2.1.2 shows the proposed view from Belgard Square West, looking south, is shown. The primary change is the provision of a new bus interchange with three architectural green roof canopies covering a series of waiting rooms. The road corridor has been widened to accommodate the interchange and bus waiting bays. There is substantial loss of vegetation in the form of the street trees and the boundary vegetation to the adjacent car parking. To the right, the footpath in the foreground has been repaved with new stone paving and a new tree within a tree pit is positioned within the footpath. Despite the loss of trees, there is a notable but neutral change in the view due to the architectural quality of the proposed buildings.

17.5.2.1.2 CBC09 Photomontage View 2: Birchview Avenue

View 2: Existing

Figure 17.2.2.1 shows the existing view from Birchview Avenue, looking north-east. The primary features in the view are the poured concrete road which passed through an open space, composed of mown and rough grassland, with a prominent mixed native hedgerow forming the background.

View 2: As Proposed

Figure 17.2.2.2 shows the proposed view from Birchview Avenue, looking north-east. The road remains unchanged but there is the addition of a new bus-only road which is visible, running parallel to Birchview Avenue through the open space. There is some tree loss with removal of the hedgerow, however, new tree planting is provided within the grass area. There is a neutral change to the visual amenity of this view.

17.5.2.1.3 CBC09 Photomontage View 3: Castletymon Road

View 3: Existing

Figure 17.2.3.1 shows the existing view from Castletymon Road, looking west. The view is composed of the junction of Castletymon Road with Greenhills Road, with a backdrop of low-rise residential development set to each side of an open space corridor of mown grassland.

View 3: As Proposed

Figure 17.2.3.2 shows the proposed view fromr Castletymon Road, looking west. The primary change to the view is the introduction of a new pedestrian and cycle link to the west of the junction, linking to the new bus/cycle-only route through Birchview open space. Sections of the grassland now accommodate rows of street trees. There is a positive change to the visual amenity of this view.

17.5.2.1.4 CBC09 Photomontage View 4: Treepark Road

View 4: Existing

Figure 17.2.4.1 shows the existing view from Treepark Road, looking north-east. The view is of a residential street with grass verges and some medium-sized street trees to the near (western) side of the street. An open space composed of mounded rough grassland is visible to the far side of the road, set against a backdrop of largely low-rise residential development.

View 4: As Proposed

Figure 17.2.4.2 shows the proposed view from Treepark Road, looking north-east. The introduction of a new two-way cycle track and new bus-only road into the open space is visible. There is an improvement to the visual amenity of this view from the introduction of tree planting into the open space.

17.5.2.1.5 CBC09 Photomontage View 5: Greenhills Road

View 5: Existing

Figure 17.2.5.1 shows the existing view from Greenhills Road, looking north-east. The road is bounded by a wide grass verge in the foreground of the view, and to the far side of the road is a shrubby boundary and security fence, separating the road from an area of industrial buildings which are visible in the background. Some semi-mature trees are present in a tall hedgerow along the far (western) side of the road. In the distance is a detached house forming a focal point.

View 5: As Proposed

Figure 17.2.5.2 shows the proposed view from Greenhills Road, looking north-east. There are very substantial changes to the view with the introduction of a new road to the north-west forming a vista towards Ballymount Avenue. The alignment of the existing Greenhills Road has been changed and the corridor widened to the right side of the view. The original alignment of the road is retained in the distance and the house is retained. The hedgerow has been removed and new tree planting introduced to both sides of the road. Overall, the scale of the road corridor is increased, changing the character of the view. However, the introduction of new tree planting helps to negate this change. There is some reduction in visual amenity.

17.5.2.1.6 CBC09 Photomontage View 6: Greenhills Road

View 6: Existing

Figure 17.2.6.1 shows the existing view from Greenhills Road, looking south-west. The view looks across a wide section of road adjacent to a bus stop towards an old rubble-stone wall with crenellated coping, intersected by a gated entrance framed by rusted steel security fencing. A moderately sized hedgerow to the rear of the wall forms the backdrop to the view.

View 6: As Proposed

Figure 17.2.6.2 shows the proposed view from Greenhills Road, looking south-west. The primary changes to the view are the introduction of a new roundabout junction to the road connecting to adjacent retail and commercial premises, and the narrowing in width and shift in alignment of Greenhills Road in the foreground. New boundary walls have been constructed to the far side of the road in natural stone. New tree planting is introduced behind the walls and a new grass verge is introduced in the foreground. Overall, there is a positive change in the visual amenity of the view.

17.5.2.1.7 CBC09 Photomontage View 7: Calmount Road

View 7: Existing

Figure 17.2.7.1 shows the existing view from Calmount Road, looking north-east. The view is of an road through an industrial area bounded by wide grass verges concrete footpaths and security fencing to adjoining industrial premises. Small street trees in various physiological conditions are present to the grass verges.

View 7: As Proposed

Figure 17.2.7.2 shows the proposed view from Calmount Road, looking north-east. The primary change to the view is the widening of the road to accommodate bus lanes and cycle tracks. The grass verges and trees have been removed and replaced with additional street tree planting introduced on the far side of the road. There is a notable positive change to the visual amenity of the view.

17.5.2.1.8 CBC09 Photomontage View 8: Greenhills Road

View 8: Existing

Figure 17.2.8.1 shows the existing view from Greenhills Road, looking north-east towards Walkinstown Roundabout. The street is bounded by a mixture of commercial and residential properties, the latter of which have front gardens some containing mature trees and other garden vegetation. An overly wide asphalt footpath on the east side of the street forms the foreground of the view.

View 8: As Proposed

Figure 17.2.8.2 shows the proposed view from Greenhills Road, looking north-east towards Walkinstown Roundabout. The primary changes to the view are the widening of the road into the wide footpath to accommodate bus and cycle lanes. A bus stop is provided to the far side of the road including an improved paving scheme to the surrounding footpath. There is a limited improvement to the visual amenity of the view.

17.5.2.1.9 CBC09 Photomontage View 9: Greenhills Road

View 9: Existing

Figure 17.2.9.1 shows the existing view from Greenhills Road, looking north-east across Walkinstown Roundabout. Car parking to the Cherry Tree public house is prominent in the view on the far side of Greenhills Road, and although trees and other planting are present on the central landscape area of the roundabout, the character of the view is of a car dominated streetscape. The view is framed to the right by the public house and other commercial properties with minimal pedestrian space to their frontages.

View 9: As Proposed

Figure 17.2.9.2 shows the proposed view proposed view looking north-east across Walkinstown Roundabout. The primary change is the reduction in size of the car parking area, with a change to areas of planted landscape including new street trees. A raised pedestrian and cycle crossing now passes across the road and new expanded pedestrian areas are provided to the commercial frontages. There is an uplift in the quality of the streetscape with the use of concrete paving blocks to pedestrian areas. There is a notable positive change to the visual amenity of the view.

17.5.2.1.10 CBC09 Photomontage View 10: St. Peter's Road

View 10: Existing

Figure 17.2.10.1 shows the existing view from St. Peter's Road, looking north-west towards Walkinstown Roundabout. In the foreground is the wide road approach to the roundabout with the central landscape area of the roundabout forming the background on the left and a mixture of two-storey residential and commercial buildings forming the background in the centre and on the right. To the far side of the road is a car park bounded by a low concrete wall.

View 10: As Proposed

Figure 17.2.10.2 shows the proposed view from St. Peter's Road, looking north-west towards Walkinstown Roundabout. The primary change to the view is the reduction in size of the car park and reallocation of some parts to soft and hard landscape areas accommodating new tree planting, meadow planting, footpaths, pedestrian areas and cycle tracks. A raised crossing point for pedestrians and cyclists has been introduced across the road. There is a notable positive change in the visual amenity of the view.

17.5.2.1.11 CBC09 Photomontage Views 11, 12 and 13

Views 11, 12 and 13: Existing

The existing views along Walkinstown Road are shown. The views are of a residential street with single and two-storey properties to each side bounded by concrete walls and well vegetated front gardens.

View 11, 12 and 13: As Proposed

The proposed views from Walkinstown Road are shown in Figures 17.2.11.2, 17.2.12.2 and 17.2.13.2. The primary change to the view is the widening of the road corridor into the front gardens of the houses on the west side of the road resulting in setback of garden walls and loss of some trees and other garden vegetation. There is a reduction in visual amenity due to loss of vegetation.

17.5.2.1.12 CBC09 Photomontage View 14: Drimnagh Road

View 14: Existing

Figure 17.2.14.1 shows the existing view from Drimnagh Road, looking east. The view is of a residential street with single and two-storey properties bounded by brick walls and front gardens with limited garden vegetation. There are a number of small street trees to each side of the road.

CBC09 View 14: As Proposed

Figure 17.2.14.2 shows the proposed view from Drimnagh Road, looking east. The primary change to the view is the removal of street trees to the northern side of the road to accommodate provision of cycle tracks, with replacement and additional street tree planting. There would be a positive impact on visual amenity of the view.

17.5.2.1.13 CBC09 Photomontage View 15: Crumlin Road

View 15: Existing

Figure 17.2.15.1 shows the existing view from Crumlin Road at the junction with Raphoe Road, looking west. The view is of a residential street of two-storey residential properties with small to medium-sized front gardens bounded by rendered walls. A row of early twentieth century houses forming the frontage of Iveagh Gardens (residential conservation area) are situated on the far (north) side of the road, providing a positive architectural contribution to the streetscape. A prominent group of trees is present to the right hand side of the road within SHD lands at former Ardscoil Éanna secondary school and the front garden of the adjacent residential property.

View 15: As Proposed

Figure 17.2.15.2 shows the proposed view from Crumlin Road at the junction with Raphoe Road, looking west. The primary changes to the view are the land acquisition from SHD lands at former Ardscoil Éanna to accommodate a new bus lane with associated loss of a number of trees. A small number of trees are retained further back in the plot and in the front garden of the adjacent residential property. A raised pedestrian crossing surfaced with sett paving is introduced across the junction with Raphoe Road in the foreground of the view. There would be a neutral change in visual amenity of the view.

17.5.2.1.14 CBC09 Photomontage View 16: Crumlin Road

View 16: Existing

Figure 17.2.16.1 shows the existing view from Crumlin Road at the junction with Clonard Road is shown. The road is bordered to the right by a tall evergreen hedge which forms the boundary to Iveagh Grounds / Guinness Athletic Union. Some residential properties can be partially seen on the left and further along the road.

View 16: As Proposed

Figure 17.2.16.2 shows the proposed view from Crumlin Road at the junction with Clonard Road is shown. The shift in the road alignment to the right with land acquisition and setback of hedge boundary at Iveagh Grounds. The entrance to Clonard Road has been converted to a one-way general traffic route with provision of block paving as a pedestrian crossing / traffic calming measure, and a complementary block paving scheme is also provided to adjacent footpaths. There is an improvement in the visual amenity of the view.

17.5.2.1.15 CBC09 Photomontage View 17: Crumlin Road

View 17: Existing

Figure 17.2.17.1 shows the existing view from Crumlin Road, looking east. The piered boundary railings of the Old Country Road Health centre encloses the road to the right. A bus stop is situated on the right side of the road in front of the health centre, and a single tree is located within the grounds. To the left is a row of terraced two-storey residential properties separated from the road by front garden areas bounded by masonry walls.

View 17: As Proposed

Figure 17.2.17.2 shows the proposed view from Crumlin Road, looking east. The primary changes are the removal of the bus stop and widening of the road into a portion of the health centre grounds with removal of the single tree. The boundary railings are reinstated in a like-for-like style at a setback alignment. There would be a negative change to visual amenity.

17.5.2.1.16 CBC09 Photomontage View 18: Patrick Street

View 18: Existing

Figure 17.2.18.1 shows the existing view from Patrick Street, looking north. The street is bordered by mid-rise apartment blocks to the left, and by the railing and tall mature trees of Saint Patrick's Park to the right, which is separated from the road by a wide footpath. Ornamental cast iron lamp posts are present to each side of the road.

View 18: As Proposed

Figure 17.2.18.2 shows the proposed view from Patrick Street, looking north. The primary change to the view is the introduction of a segregated cycle track to the right-hand side of the road with a reduction in width of the wide footpath. One of the ornamental lampposts has been moved to the north slightly to accommodate the cycle track. There is no change to the visual amenity of the view.

17.5.2.1.17 CBC09 Photomontage View 19: Junction of Nicholas Street and Christchurch Place

View 19: Existing

Figure 17.2.19.1 shows the existing view from the junction of Nicholas Street and Christchurch Place, looking north-west. The modern Cornmarket and gothic revivalist Synod Hall form prominent landmarks on the far left and far right-hand sides of the junction, respectively. The junction itself is marked by yellow box markings and approaching lanes are divided by hard medians interspersed with several traffic bollards, which visually detract from the setting of Synod Hall. Footpaths and medians are inconsistently surfaced with a mixture of poured concrete and concrete flags.

View 19: As Proposed

Figure 17.2.19.2 shows the proposed view from the junction of Nicholas Street and Christchurch Place, looking north-west. The view shows the rearrangement of the junction layout with changes to cycle lanes, traffic lanes, pedestrian crossings, and removal of the yellow box markings, central medians and traffic bollards. New natural stone paving is provided to the footpaths around the junction. There would be an improvement in visual amenity of the view and to the setting of Synod Hall with the removal of the traffic bollards and yellow box markings and provision of an improved paving scheme.

17.5.2.1.18 CBC08 Photomontage View 1: Clondalkin to Drimnagh Section – View 1 – Existing

View 1: Existing

Figure 17.3.1.1 shows the existing view from New Nangor Road, looking west towards the junction with Oak Road. At this point the road is composed of two lanes on either side with one for general traffic and one for a bus lane. Across the road on the left (south) side of the road there is a grass verge, area of shrubs, bounded by a steel wall mounted security fence to the edge of an industrial site. Semi mature trees are present along the boundary of An Post Dublin Mail Centre further along the road in the background. There are a number of tall utilitarian lighting columns along the road. On the right side there is a footpath with a mown grass verge to either side, and a stone boundary wall and steel bar railing for a large storage facility. Further along on the right is a group of established trees to the edge of the storage facility. In the background, there is a large transmission tower carrying overhead lines heading southwest crossing the road.

View 1: As Proposed

Figure 17.3.1.2 shows the proposed view from New Nangor Road, looking west towards the junction with Oak Road. The primary changes are the widening of the road, introduction of a substantial concrete retaining wall to the left (south) side of the road, removal of trees to the south side of the road in the distance, and introduction of segregated cycle tracks to both sides of the road. The narrow grass verge between the road and the footpath is removed and the footpath widened. New trees are planted in the grass verge to the right of the view. There are minor changes to street signage and street lighting. The impact of the road changes, the new wall and the cycleway is minor. There would be a limited negative change in visual amenity due to loss of verge and established trees in the distance.

17.5.2.1.19 CBC08 Photomontage View 2: Clondalkin to Drimnagh Section

View 2: Existing

Figure 17.3.2.1 shows the existing view from New Nangor Road, looking west towards Willow Road junction. At this point the road is composed of three general traffic lanes and a bus lane on the right (northern) side. The junction to Willow Road with associated lighting, traffic signals and signage is seen in the middle distance. On the left side of the road there is a footpath, a mown grass verge and a steel security fence to an adjacent commercial property. Several small trees are located behind the boundary fence. On the right side of the road there is a hedge boundary to a commercial car storage facility. In the background there is a row of mature trees along the River Camac which runs parallel to the right side of the road forming a prominent linear feature. A transmission tower is visible in the distance.

View 02: As Proposed

Figure 17.3.2.2 shows the proposed view from New Nangor Road, looking west towards Willow Road junction. The primary changes are the widened road corridor with introduction of a segregated cycleway on either side of the road and an altered traffic light structure. The junction to Willow Road has been minorly changed to accommodate the cycle tracks and road layout changes. There is loss of most of the verge to the left to accommodate the new cycle track and a new footpath, and there is removal and reinstatement at a set-back alignment of the hedge boundary to the right. There would be a small negative change in the visual amenity due to the loss of the verge.

17.5.2.1.20 CBC08 Photomontage View 3: Clondalkin to Drimnagh Section

View 3: Existing

Figure 17.3.3.1 shows the existing view from Nangor Road, looking northwest towards the junction with Naas Road. At this point the road is composed of three lanes on each side. On the left side there is a tall security fence to the boundary of the Harris Group complex. There is a grass verge on both sides of the road. On the right side there is a tall glass and steel boundary wall to a Woodies DIY and a footpath with a grass verge on either side which leads to the junction. There are several tall utilitarian lighting columns along the road and around the junction with a set of large traffic lights to the Naas Road junction.

View 03: As Proposed

Figure 17.3.3.2 shows the proposed view from Nangor Road, looking northwest towards the junction with Naas Road. The primary changes are the introduction of an elevated pedestrian overbridge crossing the Naas Road junction in the background, the addition of a bus stop to the right side of the road and an altered road configuration. There are changes to the footpath and the introduction of a segregated cycle track either side, with a loss of the majority of the grass verges on both sides of the road. A narrow grass strip remains on the right edge of the footpath in the foreground. There would be an increase in the built character of the view and a negative impact on the visual amenity due to the loss of the majority of vegetation in the view and the increase in extents of hard surfacing.

17.5.2.1.21 CBC08 Photomontage View 4: Clondalkin to Drimnagh Section

View 4: Existing

Figure 17.3.4.1 shows the existing view from Long Mile Road, looking northwest onto the junction of the Naas Road. At this point the road is composed of three lanes going northeast bound with one lane entering onto the Naas Road separated by a paved central median from the eastbound side which has two lanes for general traffic. On the left side there is a steel boundary fence for a storage facility. There is a footpath in the foreground leading to the junction. There is significant visual clutter with traffic signals, pedestrian guardrails, signage and tall utilitarian lighting columns scattered around the junction and road corridor. Various large scale commercial buildings can be seen in the surrounding area. Some portions of tree canopies can be glimpsed in the distance but otherwise the view is devoid of vegetation.

View 4: As Proposed

Figure 17.3.4.2 shows the proposed view, looking northwest onto the junction of the Naas Road. The primary changes are the introduction of a new pedestrian overbridge, segregated cycle tracks and changes in road configuration. The boundary to the left has been set back making space for the new cycle track, realigned footpath and access ramp to the bridge. A portion of an area of new roadside planting is visible to the foreground on the left of the view. The overbridge is a substantial new feature in the view. However, this type of structure is not uncharacteristic of a major road corridor, and the existing view has low visual amenity. There would be a no notable change in visual amenity.

17.5.2.1.22 CBC08 Photomontage View 5: Clondalkin to Drimnagh Section

View 5: Existing

Figure 17.3.5.1 shows the existing view from the northern side of Naas Road, looking southwest onto the junction with Killeen Road and Naas Road. At this point the road is a dual carriageway with three lanes on each side separated by a wide central median accommodating the Luas light rail line. On the left side of the view there is a hedge boundary and staggered small trees between the Luas tracks and the road. The overhead lines of the Luas and various lighting columns around the junction create a lot of visual clutter in the view. In the distance on the left is a service station with bright signage on the south side of the road. On the right side of the view there is a steel boundary railing for a set of large warehouses. In the foreground, there is a footpath separated from the road by a rough grass verge.

CBC08 View 05: As Proposed

Figure 17.3.5.2 shows the proposed view from the northern side of Naas Road, looking southwest onto the junction with Killeen Road and Naas Road. The primary changes are the introduction of a dual segregated cycle track to the near (north) side of the road, reduction in width of the grass verge in the foreground, widening of the footpath, setting back of the adjacent boundary railing and introduction of a new pedestrian overbridge. The overbridge is above the existing skyline and is a prominent feature in the view. Vegetation to the central median is not changed. There would be a limited negative impact on the visual amenity with the reduction of the green verge and the addition of the pedestrian overbridge.

17.5.2.1.23 CBC08 Photomontage View 6: Clondalkin to Drimnagh Section

View 6: Existing

Figure 17.3.6.1 shows the existing view from the westbound side of Naas Road adjacent to Kylemore Luas stop, looking northwest along the road. The two westbound lanes of Naas Road are the focus of the view; the eastbound lanes are barely visible in the far right of the view. On the left side of the road there is a footpath with a sloping grass verge and a tall hedgerow with some small trees and a row of flag poles bordering the Mercedes vehicle warehouses. On the right side of the view there is the Kylemore Luas stop. In the background, several mature trees and hedgerows partially enclose the view.

View 06: As Proposed

Figure 17.3.6.2 shows the proposed view from the westbound side of Naas Road adjacent to Kylemore Luas stop, looking northwest along the road. The primary changes are the widening of the road, the addition of a segregated cycle track and a new brick retaining wall positioned along the edge of the footpath to the left. There are minor changes to the road configuration and loss of the grass verge to accommodate the footpath and cycleway, but other vegetation is retained. There would be a small negative change to the visual amenity due to the loss of the grass verge.

17.6 Residual Impacts

17.6.1 Construction Phase

Mitigation of landscape (townscape) and visual impacts during the Construction Phase is focused on ensuring the protection of elements to be retained (e.g., mature trees) and providing for a degree of visual screening of particular aspects of the works. Construction Phase effects are temporary or short-term in nature and the proposed mitigation measures will be effective at ensuring adequate protection to features that are not identified for permanent removal as part of the works. However, it is acknowledged that for the most part effective Construction Phase mitigation for the majority of impacts on townscape and visual characteristics is not practicable – for example, during the Construction Phase it is not possible to mitigate for the impact of the removal of mature trees to facilitate works. Therefore, for the most part, significant construction stage effects remain unchanged in the post-mitigation and monitoring scenario as set out in Table 17.11.

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Townscape and Streetscape Character				
Tallaght to Ballymount For proposed changes see Section 17.4.3.1.1		Medium / Locally Very High	Very High	Negative Very Significant Temporary-Short-Term
Ballymount to Crumlin For proposed changes see Section 17.4.3.1.2		Medium / High	High	Negative Significant Temporary / Short-Term
Crumlin to Grand Canal For proposed changes see Section 17.4.3.1.3		High	Very High	Negative Very Significant Temporary / Short-Term
Grand Canal to Christchurch For proposed changes see Section 17.4.3.1.4		Very High	Medium	Negative Moderate Temporary / Short-Term
Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.3.1.5		Low / Medium	Medium / High	Negative Moderate Temporary / Short-Term
Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction to Drimnagh For proposed changes see Section 17.4.3.1.6		Medium	Medium	Negative Moderate Temporary/ Short-Term
Streetscape Characteristics and Visual Impacts				
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.3.2.1	Very High	Low	Negative Moderate Temporary / Short-Term
Conservation Areas	For proposed changes see Section 17.4.3.2.2	Very High	Low / Medium	Negative Slight / Moderate Temporary / Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Low	Negative Moderate Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Protected Structures	For proposed changes see Section 17.4.3.2.4 (refer also to Chapter 16 (Architectural Heritage)).	Very High	Medium	Negative Moderate Temporary / Short-Term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	High	Medium / High	Negative Significant Temporary / Short-Term
Tree Preservation Orders / tree Protection Objectives	There are no tree preservation orders / preservation objectives along the Proposed Scheme.	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium / High	Negative Moderate Temporary / Short-Term
Properties	Part of residential property in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant / Profound Short-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Negative Moderate Temporary / Short-Term
	Non-residential properties included in temporary acquisition For proposed changes see Section 17.4.3.2.8	High	High	Negative Very Significant Temporary / Short-Term
	Properties located along, fronting and viewing the Proposed Scheme For proposed changes see Section 17.4.3.2.8	High	Medium / High	Negative Moderate / Significant Temporary / Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	Medium / High	High	Negative Significant Temporary / Short-Term

17.6.2 Operational Phase

Residual landscape / townscape and visual effects during the Operational Phase are further influenced by the on-going development, establishment and maturing of landscape / townscape and visual measures, as described in Section 17.5.2. A summary of residual Operational Phase Effects (rated moderate or greater) following establishment of landscape measures at 15 years Post-Construction Phase, is presented in Table 17.12.

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post-Construction Phase)
Townscape and Streetscape Character				
	Tallaght to Ballymount For proposed changes see Section 17.4.4.1.1	Medium / Locally Very High (Tallaght Village)	High	Neutral Moderate Long-Term
	Ballymount to Crumlin For proposed changes see Section 17.4.4.1.2	Medium / High	Medium	Positive Moderate / Significant Long-Term
	Crumlin to Grand Canal For proposed changes see Section 17.4.4.1.3	High	High	Positive Moderate Long-Term
	Grand Canal to Christchurch For proposed changes see Section 17.4.4.1.4	Very High	Low / Medium	Positive Significant Long-Term
	Woodford Walk (R113) / New Nangor Road (R134) to Long Mile Road (R110) / Naas Road (R810) / New Nangor Road (R134) junction For proposed changes see Section 17.4.4.1.5	Low / Medium	Medium	Positive Moderate Long-Term
Streetscape Characteristics and Visual Impacts				
Residential Conservation Areas	For proposed changes see Section 17.4.4.2.3	Very High	Low	Positive Moderate Long-Term
Amenity Designations	Open space areas in Birchview / Parkview / Treepark residential area For proposed changes see Section 17.4.4.2.5	Medium / High	Very High	Negative Moderate / Significant Long-Term
	Open spaces at Blessington Road, Bancroft Park and Rutland Avenue	High	Medium	Positive Significant Long-Term
Properties	Part of residential property in permanent acquisition For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Significant Long-Term
	Residential Hardstanding For proposed changes see Section 17.4.3.2.8	Medium	Medium	Neutral Moderate Long-Term
	Non-residential properties included in permanent acquisition For proposed changes see Section 17.4.4.2.8	Medium	High	Negative Moderate Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post-Construction Phase)
	<p>Properties located along the existing road corridor, fronting and viewing the Proposed Scheme</p> <p>For proposed changes see Section 17.4.4.2.8</p>	Medium / High	Medium	Neutral Moderate Long -Term
	<p>Properties not included in acquisition but with frontages overlooking the new road corridor at Birchview / Parkview / Treepark</p> <p>For proposed changes see Section 17.4.4.2.8</p>	High	High	Negative, Moderate Long -Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	Medium / High	High	Positive Moderate Long -Term

17.7 Conclusion

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

In the Operational Phase residual effects will remain for properties experiencing permanent land acquisition, for the open spaces at Birchview / Parkview / Treepark, and for the loss of trees along the Proposed Scheme. There will be positive long-term effects for sections of streetscape at Walkinstown Roundabout, from the Ballymount to Christchurch and from the Woodford Walk / New Nangor Road junction to the junction of Long Mile Road / Naas Road / New Nangor Road. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.

17.8 References

- British Standards Institution (BSI) (2012) BS 5837:2012 'Trees in relation to in relation to design, demolition and construction. Recommendations'
- British Standards Institution (BSI) (2010). BS 3998:2010 'Tree Work – Recommendations'
- CABE and ODPM (2002). Paving the way: How we achieve clean, safe and attractive streets: a research project.
- Council of Europe (2000). European Landscape Convention 2000.
- DCC (2022) Dublin City Development Plan 2022 -2028.
- Department of Culture, Heritage and the Gaeltacht (2020/21). Database provides access to National Monuments Service Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage [Online] Available from webgis.archaeology.ie/historicenvironment/
- Department for Transport [DoT] (2007). Manual for Streets.
- Department of Transport [DoT] (2009). Department of Transport National Cycle Policy Framework.
- Department of Transport [DoT] (2009). National Cycle Policy Framework
- DHPLG (2018). Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment
- Environmental Protection Agency (EPA) (2020/21). EPA Maps [Online] Available from gis.epa.ie/EPAMaps
- EPA (2022). Guidelines on the Information to be contained in Environmental Impact Assessment Reports. May 2022.
- Google (2020/21). Google Maps [Online] Available from www.google.com/maps
- Landscape Institute and the Institute of Environmental Management and Assessment [IEMA] (2013). Guidelines for Landscape and Visual Impact Assessment 3rd edition.
- Landscape Institute (LI) (2018). Landscape Institute Technical Information Note 05/2017 (Revised 2018) on Townscape Character Assessment.
- Landscape Institute (LI) (2019). Technical Guidance Note 06/2019 on Visual Representation of Development Proposals.
- Microsoft (2020/21). Bing Maps [Online] Available from www.bing.com/maps
- National Parks and Wildlife Service (2020/21). Datasets provides information on national parks, protected sites and nature reserves [Online] Available from www.npws.ie/maps-and-data
- Natural England (2014). An Approach to Landscape Character Assessment.
- National Transport Agency (NTA) (2013). Greater Dublin Area, Cycle Network Plan.
- National Transport Authority (NTA) (2020). Urban Realm Concept Designs.
- National Transport Authority (NTA) (2021). Preliminary Design Guidance Booklet (PDGB) for BusConnects Core Bus Corridors.

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

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

SDCC (2022). South Dublin County Development Plan 2022-2028.

Torbay Council (2004). Torbay Streetscape Guidelines.

Directives and Regulations

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

S.I. 30 of 2000 – Planning and Development Act (2000)

S.I. 600 of 2001 – Planning and Development Regulations (2001).