The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These shapes include circles, teardrop-like forms, and rounded rectangles, some of which are partially cut off by the edges of the page. The shapes are arranged in a way that creates a sense of movement and depth. The text is positioned on the left side of the page, in a clean, sans-serif font.

**Chapter 17**  
Landscape  
(Townscape)  
& Visual

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## **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 Bray 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 & Environmental Impact Assessment Process). 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 practicable.

The design of the Proposed Scheme has evolved through a 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 have been incorporated where appropriate.

### **17.2 Methodology**

#### **17.2.1 Study Area**

The Proposed Scheme will be approximately 18.5km in length and will commence at the junction of Leeson Street Lower and St Stephen's Green. The Proposed Scheme will run along Leeson Street Lower and Upper, including the existing one-way system on Sussex Road. It will continue on Morehampton Road and Donnybrook Road through Donnybrook Village, and on to the Stillorgan Road. It will intersect with the Belfield / Blackrock to City Centre Core Bus Corridor (CBC) Scheme at Nutley Lane and include the University College Dublin (UCD) Bus Interchange at the entrance to UCD. It will continue south on Stillorgan / Bray Road as far as the Loughlinstown Roundabout. The route will then proceed along the Dublin Road through Shankill and on to Bray through the Wilford Roundabout (M11 Access Roundabout), Dublin Road, and Castle Street. The Proposed Scheme will terminate at the Dargle River Crossing (Fran O'Toole Bridge).

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 (refer to Figure 17.1 in Volume 3 of this EIAR).

## **17.2.2 Relevant Legislation, Policy and Guidelines**

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

### **17.2.2.1 Legislation**

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

### **17.2.2.2 Policy**

- Dublin City Development Plan 2022-2028 (Dublin City Council (DCC) 2022);
- Dún Laoghaire-Rathdown County Development Plan 2022-2028 (Dún Laoghaire-Rathdown County Council (DLRCC) 2022):
  - Stillorgan Local Area Plan 2018–2024 (DLRCC 2018);
  - Woodbrook-Shanganagh Local Area Plan 2017–2023 (DLRCC 2017);
- Wicklow County Development Plan 2022–2028 (Wicklow County Council (WCC) 2022);
- Bray Municipal District Local Area Plan 2018 – 2024 (WCC 2018);
- National Cycle Policy Framework (Department of Transport (DoT) 2009);
- Greater Dublin Area, Cycle Network Plan (National Transport Authority (NTA) 2013);
- Dublin City Tree Strategy 2016–2020 (DCC 2016); and
- Dublin City Parks Strategy 2019–2022 (DCC 2019).

### **17.2.2.3 Guidelines**

- (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 (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.'* (CABE and ODPM 2002). Streetscape *'is a term used to describe the natural and built fabric of the street'* (Torbay Council 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 impacts vs. landscape effects:** 'Impact' is defined as the action been 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 an initial desk study, supported by full route walkovers and augmented by further specific field reviews, along the corridor of the Proposed Scheme, together with the selection and preparation of verified photomontages of the Proposed Scheme in Figure 17.2 in Volume 3 of this EIAR.

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

- Wicklow County Development Plan 2022–2028 (WCC 2022);
- Dún Laoghaire-Rathdown County Development Plan 2022–2028 (DLRCC 2022);
- Dublin City Development Plan 2022–2028 (DCC 2022);
- Dublin City Tree Strategy 2016–2020 (DCC 2016);
- Dublin City Parks Strategy 2019–2022 (DCC 2019);
- Bray Municipal District Local Area Plan 2018–2024 (WCC 2018);
- Woodbrook – Shanganagh Local Area Plan 2017–2023 (DLRCC 2017);
- Stillorgan Local Area Plan 2018–2024 (DLRCC 2018);
- DLR Trees: A tree strategy for Dún Laoghaire-Rathdown 2011–2015 (DLRCC 2011);
- Dublin City Parks Strategy 2019–2022 (DCC 2019);
- Historical and current mapping and aerial photography (e.g. Ordnance Survey Ireland (OSI), Google Earth, Google Maps);
- Mapping of the Proposed Scheme; and
- 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).

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 length 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 in the desk-based 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 describing and understanding the receiving environment.

**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 Maps	Mapping and aerial imagery
EPA	EPA Maps	Environmental datasets
National Parks and Wildlife Service (NPWS)	NPWS Maps and Data	Datasets provides information on national parks, protected sites and nature reserves
Department of Culture, Heritage and the Gaeltacht	Historic Environment Viewer	Database provides access to National Monuments Service Sites and Monuments Record (SMR) and the National Inventory of Architectural Heritage

#### 17.2.4 Appraisal Method for the Assessment of Impacts

As noted under Section 17.2.2.3, 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 Environmental Impact Assessment (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 (refer to Section 17.2.4.2.3). This matrix differs from the EPA Guidelines in that a 'very high' level of both magnitude and sensitivity has been included, 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 or Profound levels of effect. In addition to predicting the significance of the impacts, EIA methodology (EPA 2022) requires that the quality of the effects be classified as positive / beneficial, neutral, or negative / adverse.

A detailed description of the Proposed Scheme is provided in Chapter 4 (Proposed Scheme Description). The landscape (townscape) and visual impact assessment has assessed the Proposed Scheme including the provision of the landscape design and urban realm 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; and*
- *public space for human interaction and sociability; everything from parades and protests to chance encounters...*

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

'Streetscape' is defined as:

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

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

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

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

The importance of soft landscaping in the streetscape is emphasised in the Manual for Streets (Department of 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, the term '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 effects of the Proposed Scheme.

##### **17.2.4.2.1 Methodology for Assessment of Townscape Sensitivity**

The sensitivity of the townscape is a function of its existing land use, patterns and scale, enclosure, visual characteristics and value. The nature and scale of the Proposed Scheme is taken into account, as are 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 may result in a minor change to the character of the townscape and / or streetscape.
Negligible	Change that is limited in scale, resulting in no alteration to key elements features or characteristics of the townscape, and/or introduction of elements that are characteristic of the context. Such development results in no change to the townscape character.

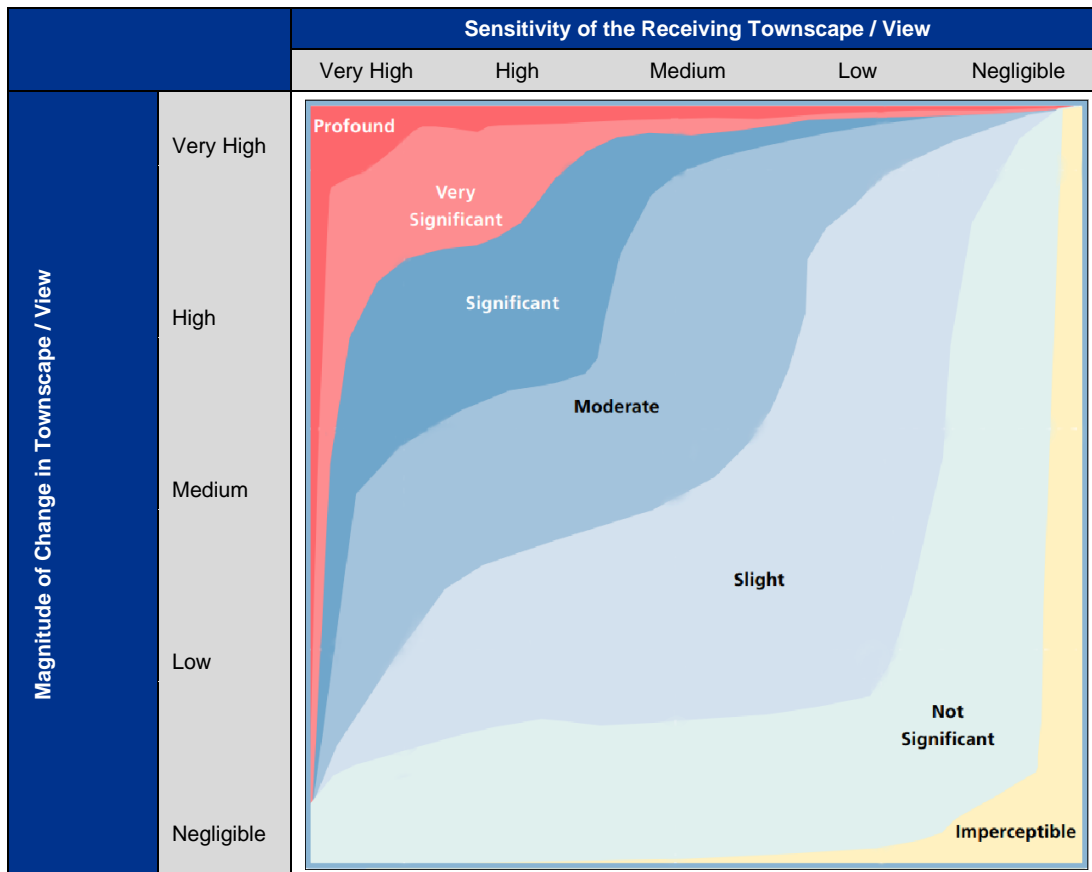
As adapted from GLVIA (Landscape Institute and IEMA 2013)

#### 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: Guide to Classification of Significance of Townscape and Visual Effects**

. Details of the adaption from the guidelines is covered in Section 17.2.4.

Determining the significance of effects 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 seven 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 effect assessed as being significant may also be either positive, neutral or negative. For example, the introduction of a new structure may represent a significant change with an associated significant effect. However, the significant effect may be positive, in that the structure enhances the landscape / townscape or visual quality of the receiving environment; negative, in that it detracts from the receiving environment; or

neutral, in that despite the significant change, any negative and positive aspects are balanced or cancelled. Significant neutral effects can occur over time, where a development or structure, which initially created a significant change in the receiving environment, is increasingly accepted as part of the receiving landscape / townscape / view.

#### **17.2.4.3 Views and Visual Amenity**

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

#### **17.2.4.4 Methodology for Assessment of Visual Effects**

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

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

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

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

Viewpoint sensitivity is a function of two main factors:

- Susceptibility of the visual receptor to change. The duration and frequency of exposure informs the susceptibility; a greater length of time or more frequent experience of views results in a receptor being more susceptible to changes in views. The level of awareness of people to views also affects susceptibility; people engaged in activities reliant on appreciation of views are of higher susceptibility than those focused on other activities. Visual receptors most susceptible to change include residents at home, people engaged in outdoor recreation focused on the landscape (e.g. park / walk users), or where the appreciation of views over the landscape are a key factor contributing to the quality of the activity. Visual receptors 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 dependent 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 in 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: Guide to Classification of Significance of Townscape and Visual Effects

#### **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 principle; 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 Visual Representation of Development Proposals (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 the Visual Representation of Development Proposals). 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-lens reflex 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° (degrees). This relatively wide field of view is preferred as it shows more of the landscape / townscape context in urban settings.

#### 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 Model 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 a 50mm prime lens view.

## 17.3 Baseline Environment

### 17.3.1 City Context

The Proposed Scheme will be located in the southeast of Dublin City and will run from the R138 Leeson Street corridor at St Stephen's Green in the south Georgian city area, through the inner-city village of Donnybrook, along the N11 Bray / Stillorgan Road / outer city suburbs, and through the outer city village of Shankill to the north County Wicklow town of Bray.

The Proposed Scheme is sub-divided into four sections:

- Section 1: Leeson Street to Donnybrook (Anglesea Junction);
- Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;
- Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout); and
- Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge).

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

### 17.3.2 Overview of the Proposed Scheme

The Proposed Scheme will be approximately 18.5km in length and will commence at the junction of Leeson Street Lower and St Stephen's Green. The Proposed Scheme will run along Leeson Street Lower and Upper, including the existing one-way system on Sussex Road. It will continue on Morehampton Road and Donnybrook Road through Donnybrook Village, and on to the Stillorgan Road. It will intersect with the Belfield / Blackrock to City Centre CBC at Nutley Lane and include the UCD Bus Interchange at the entrance to UCD. It will continue south on Stillorgan / Bray Road as far as the Loughlinstown Roundabout. The route will then proceed along the Dublin Road through Shankill and on to Bray through the Wilford Roundabout (M11 Access Roundabout), Dublin Road, and Castle Street. The Proposed Scheme will terminate at the Dargle River Crossing (Fran O'Toole Bridge).

The Proposed Scheme includes an upgrade of the existing bus priority and cycle facilities. The Proposed Scheme includes a substantial increase in the level of bus priority provided along the corridor, including the provision of additional lengths of bus lane resulting in improved journey time reliability. Throughout the Proposed Scheme bus stops will be enhanced to improve the overall journey experience for bus passengers

and cycle facilities will be substantially improved with segregated cycle tracks provided along the links and protected junctions with enhanced signalling for cyclists provided at junctions.

Moreover, pedestrian facilities will be upgraded and additional signalised crossings be provided. In addition, urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided to enhance the pedestrian experience.

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

### **17.3.3 Landscape, Townscape and Visual Planning Policy**

Landscape, townscape and visual planning policy is set out in the following Section 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 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 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 Views for protection north along the Georgian streetscape of Fitzwilliam Place and the Grand Canal from Leeson Street / Eustace Bridge. Figure 7-1 of the Development Plan highlights Donnybrook as an Urban Village. Figure 8-2 of the Development Plan indicates that Leeson Street / Morehampton Road corridor is one of the historic approaches to the City. The strategic green network as indicated on Figure 10-1 of the Development Plan highlights the River Dodder and the Grand Canal as blue / green corridors. Objective GI21 seeks to promote the city landscapes including rivers and Canals as major resources for the city which form core areas of the green infrastructure network. 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, also includes candidate ACAs) and Conservation Areas (CA), 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 an ACA located at Belmont / Mount Eden (off Morehampton Road) and CAs are located from St Stephen's Green along Leeson Street Lower, along the Grand Canal corridor and along the River Dodder corridor. Much of the streetscape along the Proposed Scheme to the north and south of Donnybrook Village is comprised of residential conservation areas. Likewise there are a significant number of Protected Structures including: a majority of buildings on Morehampton Road and the full length of Leeson Street Upper; and Eustace Bridge over the Grand Canal. Policies in relation to archaeological and architectural heritage, including definitions of heritage features e.g., protected structures, as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) respectively of this EIAR.

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



- 'Objective Z1: To protect, provide and improve residential amenities';
- 'Objective Z2: To protect and / or improve the amenities of residential conservation areas';
- 'Objective Z4: To provide for and improve mixed-services facilities' (e.g. Donnybrook centre);
- 'Objective Z8: To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective'; and
- 'Objective Z9: To preserve, provide and improve recreational amenity and open space and ecosystem services' (e.g. St Stephen's Green, and the Grand Canal and River Dodder corridors).

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

- 'Objective Z3: To provide for and improve neighbourhood facilities' (e.g. Leeson Street; Sussex Street);
- 'Objective Z6: To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Bus Depot, Stillorgan Road); and
- 'Objective Z12: To ensure existing environmental amenities are protected in the predominantly residential future use of these lands' (RTÉ Donnybrook).

### **17.3.3.2 Dún Laoghaire-Rathdown Development Plan 2022-2028**

The Dún Laoghaire-Rathdown Development Plan 2022-2028 (DLRCC 2022) is the higher county level planning framework applicable to the central section of the Proposed Scheme from north of the Upper Dargle Road / Dublin Road junction in Bray, to north of the Belfield Interchange at UCD.

Chapter 8 Green Infrastructure and Biodiversity sets out policies relating to landscape, natural heritage and biodiversity. Policies in relation to natural heritage and biodiversity as they relate to the Proposed Scheme are discussed in greater detail in Chapter 12 (Biodiversity) of this EIAR.

In relation to landscape, sub-section 8.4 of Chapter 8 of the Development Plan sets out policies in relation to preservation of landscape character areas, conservation and enhancement of high amenity areas, protection and enjoyment of views and prospects.

Chapter 9 Open Space, Parks and Recreation sets out policies relating to open space and recreation including the, protection and provision of parks and open spaces, the preservation of trees and woodlands (supported by a forthcoming updated version of 'DLR Trees: A Tree Strategy for Dún Laoghaire-Rathdown 2011-2015' (DLRCC 2011)), greenway networks, sports and recreation facilities and play facilities. Given the suburban / urban context, elements of green infrastructure, parks and open spaces, including recreation and play, define the boundary of various sections of the Proposed Scheme. Zoning Maps 2 and 10 and of the Development Plan show two stands of trees and woodlands at Corbawn Lane / Dorney Court (Shankill) and St. Helen's (Stillorgan) located along the Proposed Scheme are subject to Tree Preservation Orders (TPOs). Tree preservation objectives are common on stands of trees and woodlands north and south of Shankill village and at dispersed locations along the N11 / R138 Stillorgan / Bray Road.

Chapter 11 Heritage and Conservation sets out policies relating to protection of archaeological and architectural heritage, including the Record of Monuments and Places (RMP), historic burial grounds, Record of Protected Structures (RPS), National Inventory of Architectural Heritage, nineteenth and twentieth century buildings, estates and features, historic street furniture, industrial heritage and Architectural Conservation Areas (ACA). There are many sites, buildings and features of historic and heritage interest located along the corridor of the Proposed Scheme. 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.

Chapter 8 Green Infrastructure and Biodiversity, sets out policies relating to landscape, natural heritage, biodiversity, protection of existing green infrastructure and development of new green infrastructure. Policies in relation to natural heritage and biodiversity as they relate to the Proposed Scheme are discussed in greater detail in Chapter 12 (Biodiversity) of this EIAR.

In relation to landscape, Sub-section 8.4 of Chapter 8 of the Development Plan sets out policies in relation to preservation of landscape character areas, conservation and enhancement of high amenity areas, protection and enjoyment of views and prospects. There are no high amenity areas or protected views and prospects along the corridor of the Proposed Scheme.

Chapter 4 Neighbourhood – People, Homes and Place sets out policies requiring that new development and redevelopment proposals in the County adhere to the principles of good urban design and contribute to the delivery of a ‘sense of space’, through the promotion of a high-quality built environment utilising considered design and development standards. Policy PHP37: requires that development proposals should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.

Chapter 14 Specific Local Objectives includes: Objective 7 relating to the facilitation of sustainable travel patterns to and from UCD Campus; Objective 88 relating to potential improvements to the Loughlinstown Roundabout with any such improvements to be informed by the outcome of the TII’s ongoing Corridor Studies; Objective 148 relating to protection and safeguarding of the roundabouts on the approaches into Shankill village at St. Anne’s Church and at the junction of Dublin Road (R119) and Quinn’s Road; Objectives 104 and 112 to upgrade the Wilford Interchange; Objective 103 to accord with the policies of the adopted Woodbrook/Shanganagh Local Area Plan; Objective 106 to provide a crematorium at Shanganagh Cemetery; Objective 109 to develop and improve facilities at Shanganagh Park in accordance with the Masterplan; Objective 110 to upgrade and enhance the linear park at Woodbrook Glen / Corke Abbey; and Objective 111 to provide a DART Station at Woodbrook.

The principal land use zonings to either side of the Proposed Scheme within Dún Laoghaire-Rathdown are:

- Objective A: ‘To provide residential development and improve residential amenity while protecting the existing residential amenities’ (throughout);
- Objective F: ‘To preserve and provide for open space with ancillary active recreational amenities’ (throughout);
- Objective GB: ‘To protect and enhance the open nature of lands between urban areas’ (e.g. Greenbelt: south of Shankill); and
- Objective TLI: ‘To facilitate, support and enhance the development of third level education institutions’ (e.g. UCD).

Other land use zonings include:

- Objective A1: ‘To provide for new residential communities and Sustainable Neighbourhood Infrastructure in accordance with approved local area plans’;
- Objective DC: ‘To protect, provide for and-or improve mixed-use district centre facilities’;
- Objective E: ‘To provide for economic development and employment’; and
- Objective NC: ‘To protect, provide for and-or improve mixed-use neighbourhood centre facilities’.

#### 17.3.3.2.1 Woodbrook-Shanganagh Local Area Plan 2017-2023

The Woodbrook-Shanganagh Local Area Plan [LAP] 2017 – 2023 (DLRCC 2017) relates to a large area located between the M11 Motorway and the coast, with the Wilford Roundabout to the south and Shankill Village to the north. However, in effect the provisions of the LAP apply to distinct areas zoned ‘Objective A1: To provide for new residential communities in accordance with approved Local Area Plans’ in the County Development Plan. These are identified as ‘Woodbrook’ located south of Shanganagh Cemetery and Park and ‘Shanganagh Castle’ to the north of the Park. The Woodbrook area bounds the R119 Dublin Road and the Proposed Scheme and the area includes for provision of a new DART Station on the railway to the east.

The LAP identifies local views and prospects, however, these are not related to the R119 Dublin Road or to the route of the Proposed Scheme.

The LAP includes a series of objectives relating to open space, recreation and green infrastructure. Objective OR4 seeks to retain and/or enhance existing boundary treatments, tree belts and hedgerows, where

appropriate and feasible. The LAP also includes Guiding Principles WB1 to WB43 for development of the Woodbrook lands. Guiding Principle WB23 seeks to retain and enhance the sylvan character of the site boundaries, requiring a 20-30m wide landscape buffer be provided along the R119 Dublin road in accordance with the Landscape Strategy set out in Map 16 of the LAP.

In January 2020 An Bord Pleanála (ABP) granted permission for a Strategic Housing Development on the Woodbrook lands (ABP ref. PL06D.305844) for a residential development of 685 units (currently under construction). The permission includes for provision of the Woodbrook Distributor Road / Woodbrook Avenue from the Old Dublin Road (R119) to the future Woodbrook DART station, including the provision of a temporary car park adjacent to the future Woodbrook DART station.

#### 17.3.3.2.2 Stillorgan Local Area Plan 2018-2024

The Stillorgan LAP 2018 – 2024 (DLRCC 2018) relates to the core area around Stillorgan Shopping Centre and extending east to the N11 Stillorgan Road / R825 Lower Kilmacud Road / Stillorgan Park Road Junction and north to the N11 Stillorgan Road / Dublin Road Junction at Oatlands.

The emphasis of the LAP is to enhance the sense of place and community within Stillorgan, improving its vitality and viability as a District Centre. The LAP seeks a transformative improvement in the quality of the public realm where priority movement for pedestrians, cyclists and public transport will be ensured with the creation of a high-quality age friendly environment.

A number of Strategic Housing Development applications have been permitted for residential developments within the LAP area, including on the former Blakes and Esmond Motors site (ABP ref. PL06D.300520) and the former Leisureplex site (ABP ref. PL06D.305176) (currently under construction) fronting the N11 and the Proposed Scheme.

#### 17.3.3.3 Wicklow County Development Plan 2022-2028

The Wicklow County Development Plan 2022–2028 (WCC 2022) is the overarching county level planning framework applicable to the section of the Proposed Scheme from Corke Abbey Avenue to the southern end of the Proposed Scheme at Lower Dargle Road. The county boundary follows the alignment of the Proposed Scheme along Dublin Road in Bray between Core Abbey Avenue to Upper Dargle Road and therefore the Study Area in this Section is split between Wicklow County to the west and Dún Laoghaire-Rathdown to the east.

Chapter 7 Community Development, at sub-section 7.4, sets out objectives relating to open space, noting that non-community uses on such lands will not normally be permitted (Objective CPO 7.47).

Chapter 8 Built Heritage sets out objectives for the protection and preservation of archaeology, architectural heritage and historical and cultural heritage and for impact assessment and for the use of best working practices where such features may be affected by development. Policies relating to architectural archaeological and cultural heritage and as they relate to the Proposed Scheme are discussed in greater detail in Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) of this EIAR.

Chapter 17 Natural Heritage and Biodiversity, at Section 10.3 Natural Heritage and Landscape sets out objectives for the protection and where appropriate, the enhancement of biodiversity, woodlands, trees and hedgerows, water systems, soils and geology, green infrastructure, recreational use of natural resources, Wicklow's heritage, views and prospects. The objectives also seek to ensure appropriate impact assessments are carried out for proposed development and that potential impacts are avoided or mitigated. Policies in relation to biodiversity, water systems and soils and geology as they relate to the Proposed Scheme are discussed in greater detail in Chapter 12 (Biodiversity), Chapter 13 (Water) and Chapter 14 (Land, Soils, Geology & Hydrogeology), respectively of this EIAR.

In relation to woodlands, trees and hedgerows, Chapter 17 of the Development Plan, also sets out Objectives CPO 17.18 to CPO 17.23 which promote the preservation of such natural features and the protection of high value trees and woodlands of environmental and/or amenity value, even though they may not have a TPO in place. Where the removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable,

Objective CPO 17.23 encourages replacement with the same type of boundary. Map 17.05B of the Development Plan indicates that the mature Monterey Pine at the entrance to Ravenswell (North Wicklow Educate Together) is protected by means of TPO. Boundaries along the Proposed Scheme are described in the townscape / streetscape character description of this Chapter.

Sub-section 17.4 of Chapter 17 of the Development Plan, addresses Wicklow's landscape, setting out Objectives 17.35 to 17.37 for the identification, protection and enhancement of key landscape features and characteristics, especially as identified in the Wicklow Landscape Assessment (Volume 3 of the 2016 Development Plan). Map 17.09 of the Development Plan locates the study area for the Proposed Scheme within an 'Urban' landscape category, which is outside any sensitive landscape category (e.g. 'Area of Outstanding Natural Beauty', 'Area of High Amenity', etc.). Key landscape features along the Proposed Scheme are described in the townscape / streetscape character description of this Chapter.

Sub-section 17.4 of Chapter 17 of the Development Plan, also includes Objective CPO 17.38 for the protection of listed views and prospects as set out in Schedules 17.11 & 17.12 and Maps 17.10 A, B, C, D & 17.11 of the Development Plan. A review of the referenced schedules and maps shows that there are no views or prospects listed or indicated within Bray or in the vicinity of the Proposed Scheme.

Chapter 18 of the Development Plan, sets out objectives for the recognition, protection and enhancement of green infrastructure (GI). GI includes features such as biodiversity, water, open space amenities, cultural heritage and protected landscape sensitivities. Objective CPO 18.8 requires the integration of Green Infrastructure principles and inclusion of native planting schemes in all development proposals in landscaped areas, open spaces and areas of public space.

#### 17.3.3.3.1 Bray Municipal District Local Area Plan 2018 - 2024

The LAP for Bray 2018–2024 (WCC 2018) is the lower level planning framework applicable to the southern end of the Proposed Scheme from Corke Abbey Avenue to the southern end of the Proposed Scheme at Lower Dargle Road, excluding areas in Dún Laoghaire-Rathdown County to the east of Dublin Road.

Chapter 6 Community Development, at Section 6.1, sets out objectives relating to open space, noting that the Council will not normally permit development that would result in a loss of open space within the Municipal District (Objective CD5).

Chapter 7 Tourism & Recreation, at Section 7.4, sets out objectives relating to the River Dargle, promoting the use of riverbank as a leisure and natural amenity area, whilst resisting development that would prevent or unduly restrict the long-term development of a complete green route along the Dargle from Bray to Powerscourt. The Proposed Scheme ends just north of the Fran O'Toole Bridge over the River Dargle at R761 Castle Street.

Chapter 8 Infrastructure, at Sub-sections 8.1.2 and 8.1.3, sets out Objectives PT1 to PT7 and CW1 to CW4 relating to public transport and cycling and walking. These include working with the NTA in the delivery of a high quality, integrated transport system; to support and facilitate the implementation of measures to improve overall accessibility, public transport and walking / cycling opportunities; to improve the capacity of the N11 / M11 in a manner capable of facilitating greater free flow of public transport; and to improve existing or provide new foot and cycleways on existing public roads. Sub-section 8.1.5 and Map No. TO1 of the LAP indicate green routes on the north and south side of the River Dargle (R09), as well as the requirement to improve existing or provide new foot and cycle links in Bray. These objectives sit at the core of the Proposed Scheme, which aims to improve public transport connections to Dublin City, with enhanced cycling and walking facilities.

Chapter 9 Built & Natural Heritage, at Sections 9.1 and 9.2, sets out objectives relating to architectural heritage and biodiversity. Map H3 of the LAP indicates the presence of protected structures along the Dublin Road in the vicinity of the Proposed Scheme (Map Ref. No.10). These aspects are addressed in greater detail in Chapter 14 (Land, Soils, Geology & Hydrogeology), Chapter 15 (Archaeological & Cultural Heritage) and Chapter 12 (Biodiversity), respectively of this EIAR.

Chapter 9 Built & Natural Heritage, at Section 9.3, sets out objectives relating to green infrastructure (GI) and the recreational use of natural resources (Objectives GI1 to GI5 and RN1 to RN3). Primarily these relate to protection of natural assets and to the potential for their enhancement. Objective GI1 requires that new

development and redevelopment proposals, where considered appropriate, are required to contribute towards the protection, management and enhancement of the existing green infrastructure assets and corridors of the local area in terms of the design, layout and landscaping of development proposals. Maps GI1, H2 and H4 of the LAP indicate the presence of a TPO on a tree(s) at the entrance to Ravenswell (North Wicklow Educate Together). Map H4 of the LAP indicates a view and prospect to the south, however, this is located west of the route of the Proposed Scheme and outside of its visual relevance.

The principal land use zonings to either side of the Proposed Scheme within Bray are:

- Objective NC: '*Neighbourhood centre*'; and
- Objective TC: '*Town centre*'.

Other land use zonings include:

- Objective RE: '*Existing residential*';
- Objective R-HD: '*New Residential*'; and
- A small area of Objective OS1: '*Open space*' along the River Dargle.

### 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 Sections	Baseline Description	Baseline Sensitivity
Section 1: Leeson Street to Donnybrook (Anglesea Junction) (For baseline features refer to Figure 17.1, Sheets 1 to 4 of 26 in Volume 3 of this EIAR)	<p><b>Townscape Character:</b> urban streetscape leading to outer City Centre tree-lined streetscape and outer city village.</p> <p><b>Streetscape Character:</b> Straight urban street leading to traditional tree-lined residential streetscape and city village with narrow winging alignment and widened streetscape to south.</p> <p>Street follows the historic corridor of the Dublin - Donnybrook Road, with some widening on south side of village approaching the dual carriageway. Streetscape commonly dominated by traffic flow.</p> <p>Landmark kiosk on traffic island in junction with Adelaide Road. Key vista northwest along Georgian streetscape of Fitzwilliam Place and east and west along Grand Canal.</p> <p><b>Amenity Designations:</b> Belmont Avenue / Mount Eden Road Architectural Conservation Area at southern end. River Dodder and Grand Canal Conservation Areas. Conservation along full extent of Leeson Street to St Stephen's Green. (Refer to Chapter 16 (Architectural Heritage) for full details). Extensive residential conservations areas throughout.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> Key vistas along Grand Canal and along Georgian streetscape along Fitzwilliam Place.</p> <p><b>Protected Structures:</b> Majority of buildings on Morehampton Road and full length of Leeson Street Upper, Eustace Bridge over Grand Canal. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Old Wesley Rugby Club, Donnybrook Stadium, Bective Rugby Football Club. Small biodiversity area set in wall near Old Wesley entrance. Long vistas leading north and south from Donnybrook Village. River Dodder corridor at southern end of village, Grand Canal corridor and long vista leading north towards St Stephen's Green.</p>	Very High

Proposed Scheme Sections	Baseline Description	Baseline Sensitivity
<p>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout (For baseline features refer to Figure 17.1, Sheets 4 to 20 of 26 in Volume 3 of this EIAR)</p>	<p><b>Townscape Character:</b> Major road infrastructure corridor through outer city suburbs and outer city villages. Dual carriageway through the majority with large at-grade junctions and grade-separated junctions at Belfield and Wyattville.</p> <p><b>Streetscape Character:</b> While broadly following the corridor of the historic Donnybrook-Bray Road, the route was significantly upgraded, widened and re-aligned with the Belfield Interchange in the 1970s, and with bypasses through the 1970s (Stillorgan Bypass), 1980s (Cabinteely and Cornelscourt bypass) and in the 2000s (Loughlinstown dual carriageway). Today the road is dominated by the extent of road infrastructure and associated traffic.</p> <p>The road corridor is generally enclosed by high boundary walls with some sections of mature tree planting at Belfield, RTÉ Campus, Loughlinstown, Cabinteely, Cornelscourt, Foxrock, Stillorgan and Merrion. Inbound and outbound traffic is generally segregated by a central median and direct access is restricted for long stretches. Major at-grade junctions are located at R815 Anglesea Road / Beaver Road (Donnybrook), Nutley Lane / Greenfield Park, Airfield Park / RTÉ Campus, Loughlinstown Roundabout (M11 / N11 / R837), Johnstown Road (Cabinteely), R827 Clonkeen Road (Cornelscourt), R830 Kiln Lane (Foxrock), R113 Leopardstown Road / Newtownpark Avenue (White's Cross), N31 Brewery Road / Farmleigh Avenue, R825 Lower Kilmacud / Stillorgan Park Road (Stillorgan), Dublin Road (Stillorgan), N31 Mount Merrion Avenue, Booterstown Avenue, St. Thomas' Road, R112, Fosters Avenue and Druids Glen Road/N11 Bray Road at Cherrywood. Major grade-separated junctions are located at R118 Wyattville Road and Belfield (UCD).</p> <p>Pedestrian overbridges are located at Airfield Park / RTÉ, Belfield, Loughlinstown, Cabinteely, Cornelscourt, Foxrock, St. Thomas's Road. A pedestrian underpass is located between St. Laurence's Park and Patrician Villas, Stillorgan.</p> <p>To the northern part of this section, the median is largely a grass verge with limited tree planting at Belfield Interchange and intermittently in passing RTÉ Campus. Traffic barriers define the central median at the southern end, while a grass median with sections of mature hedgerow run from south of Cabinteely to Foxrock. Street tree planting is located in the median at Foxrock Church. Except for junction locations, a wide grass median runs from Foxrock Church north to the junction with Trees Road Lower. Tree planting is located in the median from Trees Road Lower north to St. Thomas' Road / Merrion Grove.</p> <p><b>Key Townscape Features:</b> Developed suburban context of road corridor generally, tree and woodland along the road corridor, most notably at Belfield, the RTÉ Campus, Loughlinstown, Cabinteely, Cornelscourt, Foxrock, Stillorgan, Merrion. There are key institutional land uses at UCD, Belfield, RTÉ Campus, and Donnybrook Bus Garage. Modern multi-storey apartment developments at Anglesey Bridge, River Dodder corridor, The Grange (Stillorgan), Ashurst and Merrion Hall (Mount Merrion), Booterstown Wood and Thornwood (Mount Merrion). Notable views are present of the RTÉ mast.</p> <p><b>Amenity Designations:</b> Open space at River Dodder Conservation Area. Major open space at Loughlinstown Commons (pNHA), Kilbogget Park, and St. Helens. Foxrock Conservation Area, Knocksinna Conservation Area.</p> <p><b>TPO:</b> Trees at St. Helen's, Stillorgan.</p> <p><b>Tree / Woodland Preservation Objectives:</b> UCD Campus, Seafield Road, Open Space at The Rise / Stillorgan Road, Sycamore Crescent (Mount Merrion), Talbot Hotel (Stillorgan), Oatlands College (Stillorgan), Parician Villas (Stillorgan), St. John of God Hospital (Stillorgan), St Brigid's Parish Center (Stillorgan), Belmont House (Galloping Green), Mount Salem (White's Cross), Beech Park (Cabinteely).</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> Limited and generally setback from road corridor at Merville House (RPS 94), Belfield House (RPS 41), Montrose House (RPS 7847), Mount Errol (RPS 7846), Sacred Heart Catholic church Donnybrook (RPS 7845), Loughlinstown House (RPS 1768), Cornelscourt House (RPS 1621), Hillside House (Foxrock) (RPS 1598), Sefton House (RPS 1498), Mount Salem (RPS 1496), Belmont House (RPS 1451), Brewery House (RPS 1428), Granada House (Formerly Riversdale) (RPS 1420), Saint Brigid's Church (RPS 1378), Saint Damien's (RPS 562), Saint Thomas' Church (RPS 108). (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Major redevelopment planned for part of former RTÉ Campus. A short section of the route is within the Stillorgan Local Area Plan 2018-2024 area.</p>	<p>Low / Medium</p>

Proposed Scheme Sections	Baseline Description	Baseline Sensitivity
<p>Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout) (For baseline features refer to Figure 17.1, Sheets 20 to 25 of 26 in Volume 3 of this EIAR)</p>	<p><b>Townscape Character:</b> Outer village with suburban rural edge. Town edge / rural parkland to south, progressively more suburban north and south of Shankill village.</p> <p><b>Streetscape Character:</b> Historic road corridor through suburban edge parkland leading to compact village core and village suburbs to north. South of Shankill the road retains much of its historic aesthetic with a series of historic parkland properties, (protected structures), with formal entrances, lodges, boundary walls and extensive tree and boundary planting. This visual character is enhanced by the relatively narrow and winding tree-lined nature of the road with defining boundary walls. North and south of Shankill village the former grounds of large properties have gradually been developed for residential or other use. Major public park and cemetery located at Shanganagh. Narrow predominantly concrete footpaths throughout, locally widened and improved through Shankill village. Traditional village setting with attractive mix of generally two-storey residential and commercial streetscape, generally fronting public footpath with trees in planters to west and setback with front gardens and street trees to east. Some historic boundary walls backed by mature trees retained at either end – especially along rising road to north of village. Sections of on-street parallel parking – especially along west side of street.</p> <p><b>Key Townscape Features:</b> Series of attractive secluded parkland properties south of Shankill village from Shanganagh Castle grounds to Askefield, Woodbrook and Wilford. Remnant features of former parkland properties, now largely developed, including former entrances, boundary walls, mature trees, etc. at Beauchamp Gate Lodge, Crinken Cottage, Sherrington Gate Lodge and entrance, Aubray, Dorney Court Gate Lodge and Entrance, St. Anne’s House, Lurganbrae, Kilbrae.</p> <p>Other key properties which enhance the overall character include Rathmichael Parish National School, St. Anne’s Church, Shanganagh Park and Cemetery, Hackett Memorial Hall, and St. James’ (Crinken) Church and grounds. Locally distinctive features such as historic boundary walls, entrances and associated lodges, mature and historic roadside boundary trees and woodlands, and mature street trees and the corridor of the former Dublin and South Eastern Railway with its stone bridges and structures.</p> <p><b>Amenity Designations:</b> Major open space zonings at Shanganagh Park and Cemetery, with smaller areas Castle Farm and Dorney Court. Greenbelt east of Dublin Road at Woodbrook House, Corke Lodge and The Coach House (Woodbrook). Greenbelt west of Dublin Road from Wilford to Southlands.</p> <p><b>TPO:</b> Trees at Corbawn Lane / Dorney Court.</p> <p><b>Tree / Woodland Preservation Objectives:</b> Thingwall (Dublin Road), Rathmichael Lawns (Dublin Road), Woodbank (Dublin Road), Rathmichael Parish National School (Dublin Road), St. Anne’s House (Dublin Road), Cluin na Greine Court (Shankill), Stonebridge Road, Dorney Court (Dublin Road), Dublin Road (Aubrey Park), Castle Farm, Shanganagh Park and Cemetery, St James’ (Crinken) Church, Woodbrook Estate / Housing Development, The Aske, Corke Lodge and The Coach House, Wilford House.</p> <p><b>Protected Views:</b> None relevant.</p> <p><b>Protected Structures:</b> Series of Protected Structures Saint Rita’s House (RPS 1786), Saint Brendan’s House (RPS 1795), Rathmichael Parish Primary School (RPS 1799), Saint Anne’s House (RPS 1800), Saint Anne’s Church (RPS 1805), Aubrey House (1837), Plaque (Opposite Shankill Post Office) (RPS 1838), Crinken Cottage (former Gate Lodge to Shanganagh Castle) (RPS 1850), Shanganagh Castle Gate Lodge (RPS 1845), Shanganagh Marble and Stone Centre (formerly Hackett Memorial Hall) (RPS 1858), Askefield House (RPS 1860), Beauchamp House (RPS 1862), Saint James’ Church (RPS 1863), Ashe House and Lodge (RPS 1866), Corke Lodge &amp; The Coach House (RPS 1869), Woodbrook Front Lodge and Entrance Gates (RPS 1871), Woodbrook House (RPS 1870), (Wilford (RPS 1873). (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> The southern section of the route is within the Woodbrook - Shanganagh Local Area Plan 2017-2023 area. Public open space incorporating existing mature trees indicated along Dublin Road at Woodbrook lands. Existing permission exists for a residential development of 685 units at Woodbrook (ABP ref. PL06D.305844).</p>	<p>Very High</p>

Proposed Scheme Sections	Baseline Description	Baseline Sensitivity
<p>Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge) (For baseline features refer to Figure 17.1, Sheets 25 to 26 of 26 in Volume 3 of this EIAR)</p>	<p><b>Townscape Character:</b> Suburban Town Centre to Town Edge. Progressively more commercial towards southern end, mixed through middle and increasingly residential to north.</p> <p><b>Streetscape Character:</b> Historic road corridor now significantly altered and widened. Significant re-development of original roadside plots with removal or replacement of original boundaries. Narrow predominantly concrete or tarmac footpaths. Predominantly one to two-storey built edge, often setback for larger scale commercial / retail developments with large open carparking. Modern three-storey office building at junction with Upper Dargle Road. At the southern end the corridor is open to a shopping centre to west, traditional streetscape to east, with some vacant buildings / plots. Central section open supermarket to east, with traditional streetscape to west. Northern section traditional 2-storey streetscape leading to residential plots with long gardens fronting Dublin Road.</p> <p><b>Key Townscape Features:</b> River Dargle corridor and Fran O'Toole Bridge, granite stone wall and mature trees at Belton Terrace, granite stone wall bounding 42-43 Castle Street, prominent mature Monterey Pine (TPO) at entrance to Ravenswell (North Wicklow Educate Together), pair of semi-detached late-Georgian houses at 29-30 Dublin Road (Protected Structures), attractive mix of residential properties with mature gardens to either side of Dublin Road north of Old Connaught Avenue / Corke Abbey Avenue, single-storey gate lodge (Woodbrook) in sylvan setting with granite stone entrance piers in boundary wall.</p> <p><b>Amenity Designations:</b> Greenbelt east of Dublin Road at Wilford Roundabout (Woodbrook).</p> <p><b>TPO:</b> Mature Monterey Pine at entrance to Ravenswell (North Wicklow Educate Together).</p> <p><b>Tree / Woodland Preservation Objectives:</b> Rathmore (west of Dublin Road).</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> Woodbrook Side Lodge (RPS 1874), Nos.29 &amp; 30 Dublin Road, Bray (RPS 10). (Refer to Chapter 16 (Architectural Heritage) for full details).</p>	<p>High</p>

## 17.4 Potential Impacts

This Section presents potential impacts that may occur due to the Proposed Scheme, in the absence of mitigation. This informs the need for mitigation or monitoring to be proposed (refer to Section 17.5). Predicted 'residual' impacts taking into account any proposed mitigation 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 landscape (townscape) and visual assessment are described in the following Sections under separate headings for the Construction Phase and Operational Phase.

The description of the characteristics of the Proposed Scheme is based on the Proposed Scheme drawings and details in Volume 3 of this EIAR, 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:

- Changes to the design in order to reduce impacts on trees, specifically through the Shankill area (at Shanganagh Park and Cemetery) and at the Upper Dargle Road junction where there is a significant tree under a Tree Protection Order. A two-way cycle track is to run through Shanganagh Park and Shanganah Cemetery;
- Following further engagement with local community in Shankill, the design was amended through the village to removed bus lanes and segregated cycle lanes to maintain existing footways and current village environment;
- The design has been further developed between Ravenswell Road and Dwyer Park, at the end of the Proposed Scheme, to provide for continuous cycle lane and bus lane while minimising the impact to properties and the heritage wall on the east side at Belton Terrace and the Castle Street Shopping Centre; and
- The design has been further developed to coordinate with other developments and schemes, such as the Fitzwilliam Cycle Scheme at Fitzwilliam Place including the urban realm regeneration at the kiosk corner, the Dodder Greenway scheme interface at Eglinton Road, the UCD Masterplan, Stillorgan Movement Plan, and the Strategic Housing Developments at Shanganagh Castle and Woodbrook in Shankill and tie-in with the Fran O'Toole Bridge Improvement Scheme at Bray end.

#### **17.4.1.3 Construction Phase**

The key characteristics of the Proposed Scheme of particular relevance to the landscape (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, etc.;
- 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, including removal of trees and planting; 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 landscape (townscape) and visual assessment during the Construction Phase are outlined in the following sections.

##### **17.4.1.3.1 Section 1: Leeson Street to Donnybrook (Anglesea Junction)**

- Modest works along the road corridor from St Stephen's Green South to the Burlington Road junction (Ch.A000 to Ch.A1000 and Ch.B0 to Ch.B406);
- Works along Leeson Street Upper / Morehampton Road requiring removal of six mature street trees and works within private landings to residential and commercial properties (Ch.A1000 to Ch.A2000); and
- Modest works through Donnybrook Village, with removal of one mature street tree and temporary land acquisition from hardstanding areas of several commercial properties (Ch.A2000 to Ch.A2570).

##### **17.4.1.3.2 Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout**

- Works along Stillorgan Road to Foster Avenue, with removal of some median trees, roadside trees, and land acquisition from short sections of the boundary with the former RTE Campus (Ch.A2570 to Ch.A4950);
- Works within UCD Campus at the Belfield Interchange entrance for provision of a proposed bus interchange, with land acquisition, impact on existing entrance, landscape areas, and substantial areas of existing tree planting. It should be noted that the establishment of a bus interchange at

this location is one of the objectives of the UCD Future Campus Masterplan (Ch.A3880 to Ch.A4100);

- Works along the boundary of UCD Campus with temporary and permanent land acquisition from the side of the city-bound off slip with removal of a narrow belt of existing boundary planting (Ch.A4100 to Ch.A4450);
- Modest works along the N11 Stillorgan Road corridor, including land acquisition from short sections of roadside boundary, verge and open space with loss of tree planting at the following locations (Ch.A4950 to Ch.A14150):
  - The open space at Merrion Grove;
  - The open space at The Rise / Greygates;
  - The open space at the junction with Dublin Road;
  - The wooded verge to rear of Slievemore Clinic / Auburn / Sunnymead / Tyne Villa / Stillorgan College of Further Education;
  - The open space at Patrician Villas;
  - The wooded verge to the rear of properties at The Hill;
  - The open space at Glenalbyn Road;
  - The open space at Brewery Road;
  - The verge at Beechwood Court;
  - The open space at The Grange Apartments;
  - The wooded verge at Belmont Terrace;
  - The wooded verge at Bray Road;
  - The wooded area at Bray Road / South Park;
  - The verge to rear of Cabinteely Way; and
  - The verge at Johnstone Road junction.
- Land take from several residential and non-residential properties (Ch.A4950 to Ch.A6330); and
- Substantial removal of roadside boundaries and vegetation notably adjacent to Slievemore Clinic and Stillorgan College of Further Education (Ch.A6300 to Ch.A6330 & Ch.A6450 to Ch.A6500), Patrician Villas (Ch.A6470 to Ch.A6800) and north of existing pedestrian bridge at Loughlinstown Roundabout (Ch.A13900 to Ch.A13970).

#### 17.4.1.3.3 Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout)

- Works along R837 Dublin Road to Shankill Village – including Stonebridge Road, with long sections of land acquisition from landscape areas, woodland, Rathmichael School, St. Anne's Church grounds and Resource Centre, and residential properties (Clonmore, Thingwall, Fairymount, Kendor, Coltsfoot, Woodbank, Bari and 3 Rathmichael Lawns, Kiltuc, Narrow Meadow, Carezza, St. Anne's), with loss of established property boundaries – including historic stone walls, mature trees and planting, and impact on accesses, driveways etc. Replacement of existing roundabout junction with signalised cross junction at Dublin Road / Shanganagh Road / Corbawn Lane (Ch.A14150 to Ch.A15100 and E000 to Ch.E250);
- Modest works through Shankill Village (Ch.A15100 to Ch.A15580); and
- Works along R119 Dublin Road from Shankill Village to Wilford Roundabout, with long sections of temporary and permanent land acquisition from landscape areas, agricultural fields, roadside open spaces, Shanganagh Castle grounds, Shanganagh Park, Shanganagh Cemetery, grounds of St. James's (Cringen) Church, residential open space at Castle Farm, residential open space at Beech Road, residential lands at Woodbrook, and residential properties (Olcavar, Crinken Lodge, entrance / landscape to Aughmore Lane, plot adjacent to Askefield House, Beauchamp House, Beauchamp Lodge, Woodbrook Mansion House / Woodbrook Development, Woodbrook Side Lodge, Woodbrook Estate, Woodbrook Front Lodge, St. Anthony's, Brookvale, Meentogues and No. 14 Dublin Road) with loss of some established property boundaries – including historic stone walls, mature trees and planting, and impact on accesses, driveways etc. Replacement of existing roundabout junction with signalised cross junction at Dublin Road / Cherrington Drive / Quinn's Road. Works at new junction at Woodbrook including change to driveway access to Woodbrook Downs. Replacement of existing roundabout junction with signalised junction at Dublin Road / M11 Merge Junction (Wilford Roundabout) (Ch.A15580 to Ch.A17400).

#### 17.4.1.3.4 Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

- Works along R119 Dublin Road / Castle Street from the Dublin Road / Upper Dargle Road junction to Fran O'Toole Bridge, with long sections of land acquisition from landscape areas, roadside open spaces, AXA Corke Abbey Avenue, Bright Ford Bray, Circle K Bray, Lidl, Industrial Yarn Complex, North Wicklow Educate Together and St. John of God (Ravenswell), Vacant Site, Fast Fit, Dargle Centre, Former Heighton Buckley site and Castle Street Shopping Centre) (Ch.A17 to Ch.A18510); and
- Land take at Woodbrook Side Lodge, including demolition of the lodge, construction of a replacement lodge building in a more central position in the plot, loss of trees and garden plantings (Ch.A17470 to Ch.A17500).

#### 17.4.1.3.5 Construction Compound Areas

The following Construction Compound locations will be required as part of the Construction Phase of the Proposed Scheme:

- Construction Compound B1 – be located southwest of the Wilford Junction, with access / egress from Dublin Road (Ch.A17350 to Ch.A17470); and
- Construction Compound BR2 – to be located east of Stillorgan Road, with access / egress from Fosterbrook.

#### 17.4.1.4 Operational Phase

The key characteristics of the Proposed Scheme of particular relevance to the landscape (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;
- Changes in streetscape elements, including allocation of carriageway space, provision of cycle and footpath facilities, signage, lighting, surfacing, road marking, etc. along the Proposed Scheme; and
- Long-term changes from loss of trees and other vegetation removed during the Construction Phase.

#### 17.4.1.4.1 Section 1: Leeson Street to Donnybrook (Anglesea Junction)

- Modest changes to road corridor. Some continuing effects from loss of street trees, including large mature trees, removed during the Construction Phase along Leeson Street Upper / Morehampton Road (Ch.A000 to Ch.A2600).

The following key landscape measures are proposed in this section:

- Provision of areas of improved paving throughout this section including at pedestrian crossing points to minor side roads, driveway accesses and car parking. (Ch.A000 to Ch.A2530);
- Provision of new / replacement street tree planting at appropriate locations along Upper Leeson Street / Morehampton Road / Donnybrook Village (Ch.B170 to Ch.A2100);
- An appropriate quality public realm scheme will be provided along sections of Leeson Street Lower and Sussex Terrace, including upgraded paving, improved tree pit surfacing and new ornamental planting (Ch.B50 to Ch.A280); and
- An appropriate quality public realm scheme will be provided through Donnybrook village, including provision of granite setts to enhance the entrance to the cemetery. Enhancement to junction and side road at Rampart Lane with formalised loading bays, widened footways and raised planter with seating (Ch.A2000 to Ch.A2450).

#### 17.4.1.4.2 Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout

- Generally insignificant or minimal changes to overall road corridor (Ch.A2600 to Ch.A14150);

- Substantial change in provision of major new bus interchange off the Belfield entrance to UCD, with change to existing sylvan entrance setting. It should be noted that the establishment of a bus interchange at this location is one of the objectives of the UCD Future Campus Masterplan (Ch.A3850 to Ch.A4050); and
- Other substantial changes are localised to where there is setback of roadside boundaries and/or loss of established roadside screening planting – most notably at Merrion Grove, Greygates, Old Dublin Road junction, rear of Slievemore Clinic / Auburn / Sunnymead / Tyne Villa / Stillorgan College of Further Education, and Patrician Villas (Ch.A6170 to Ch.A6760).

The following key landscape measures are proposed in this section:

- An appropriate quality public realm scheme will be provided at the new bus interchange at UCD including replacement tree planting. The canopy structures of the interchange will have good aesthetic qualities and they will form new notable landmarks in the local townscape. (Ch.A3850 to Ch.A4050);
- Improvements to urban realm and pedestrian access between UCD and areas on the opposite side of Stillorgan Road (Ch.A4050 to Ch.A4220);
- Reinstatement of boundaries and roadside planting at Old Dublin Road junction, Slievemore Clinic / Auburn / Sunnymead / Tyne Villa / Stillorgan College of Further Education, Old Stillorgan Road;
- Provision of enhanced paving and new cycleway linkage to Coláiste Eoin and removal of non-native trees (Ch.A5100 to Ch.A5150);
- Replacement of lost screening belt to edge of open space at Patrician Villas. Provision of new ramped access from N11 to Patrician Villas with appropriate landscape reinstatement scheme including replacement tree planting (Ch.A6470 to Ch.A6770);
- Concrete set paving provided to disused bellmouth entrance at Belmont Grove / Galloping Green to distinguish an area of shared space for pedestrians and a parked vehicle (Ch.A8170 to Ch.A8190);
- New tree / hedge planting to various central medians and roadside spaces throughout this section. Provision of tree planting and species rich grassland to Loughlinstown Roundabout (Ch.A7990 to Ch.A14150); and
- Provision of areas of improved paving at pedestrian crossing points including to minor side roads and staggered crossings throughout this section (Ch.A4220 to Ch.A13900).

#### 17.4.1.4.3 Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout)

- Very substantial changes to road corridor from Loughlinstown Roundabout to Dublin Road / Shanganagh Road / Corbawn Road junction – and on Stonebridge Road, with change in historic road character, setback of established / historic road boundaries, loss of portions of garden / private area and associated plantings (Ch.A14100 to Ch.A15100 and E000 to Ch.E250); and
- Very substantial changes to road corridor from Dublin Road / Cherrington Drive / Quinn's Road junction to Wilford Roundabout, with change in historic road character, setback of established / historic road boundaries, loss of portions of garden / private lands / park / cemetery area and associated often mature dense road plantings (Ch.A15570 to Ch.A17400).

The following key landscape measures are proposed in this section:

- Repair of edge to woodland group between Dublin Road and M11 (Ch.A14240 to Ch.A14460);
- Reinstatement of boundary tree and hedge planting to all residential properties which experienced loss of garden vegetation along this section (Ch.A14460 to Ch.A17270);
- Enhancements to junction of Dublin Road / Shanganagh Road / Corbawn Lane with provision of sett paving, paved crossing and ornamental planting. There will also be new tree planting within the grounds of St Anne's Church (Ch.A15030 to Ch.A12120);
- There will be provision of replacement boundaries and tree planting at Shanganagh Park and Cemetery. The interface with the Shanganagh Park masterplan has been considered in consultation with the local authority. Paths will tie into proposals for the wider park masterplan, while a footpath will also be retained along the roadside to provide a more direct route (Ch.16120 to Ch.A16650);

- Provision of new consistent landscape boundary proposals along the full length of boundary with Woodbrook Estate to tie in with adjacent residential development, including replacement tree planting. Provision of new boundary wall to back of the realigned footway reusing existing stone where feasible (Ch.A16760 to Ch.A17130);
- Provision of enhanced paving for historic entrance into Woodbrook Estate, using stone setts and wide granite kerbs (Ch.A17150);
- Enhancement to local character with reinstatement of section of modern stone boundary wall to match other historic boundary walls which are present along this section Dublin Road (Ch.A17180 to Ch.A17230); and
- Provision of areas of improved paving at pedestrian crossing points including to several minor side roads throughout this section (Ch.A14180 to Ch.A17230).

#### 17.4.1.4.4 Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

- Some notable changes to road corridor with relocation of demolished Woodbrook Side Lodge, and setback of boundaries at Nos. 1 to 14 Dublin Road. Continuing effects from loss of mature trees, most notably at North Wicklow Educate Together (Ravenswell), although the large prominent mature conifer will be retained (Ch.A17400 to Ch.A18510).

The following key landscape measures are proposed in this section:

- Provision of areas of improved paving at pedestrian crossing points including to several minor side roads throughout this section (Ch.A17400 to Ch.A18510);
- Provision of new tree planting to enhance the boundary of Lidl supermarket grounds with Dublin Road (Ch.A17920 to Ch.A18080); and
- Enhanced urban realm along Castle Street with new concrete paving and raised planting beds with integrated seating. Provision of proposed ornamental planting and grasses with pollinator friendly flowering perennials (Ch.A18120 to Ch.A18510).

### 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 impact 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 (one to three years) townscape, streetscape and visual impacts 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 (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 the 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, etc.;

- Site activity and construction works involved in the construction of new carriageways, kerbings, footpaths and cycleways, bus stops and signage, reinstatement of boundaries / provision of new boundaries and landscape reinstatement works / provision of new landscape, etc.; and
- Decommissioning and reinstatement of works areas and the Construction Compounds.

#### **17.4.3.1 Impact on Townscape and Streetscape Character**

As set out in Section 17.3 the Proposed Scheme is sub-divided into four sections:

- Section 1: Leeson Street to Donnybrook (Anglesea Road Junction)
- Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;
- Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout); and
- Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge).

##### **17.4.3.1.1 Section 1: Leeson Street to Donnybrook (Anglesea Road Junction)**

The baseline townscape is of very high sensitivity and construction of the Proposed Scheme will involve 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 will include direct impact on existing street tree planting along sections of Leeson Street Upper, Morehampton Road and in Donnybrook Village, including loss of seven large mature street trees. There will be land acquisition from private landings to several residential and non-residential properties along this section in order to allow footpath and repaving works, and from private areas of several commercial properties for road widening. The magnitude of change along the overall section of corridor will be medium / high.

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

##### **17.4.3.1.2 Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout**

The baseline townscape is of low / medium sensitivity and construction of the Proposed Scheme will involve demolition, excavation and construction works of sections of kerbs, road carriageways, sections of footpaths, junctions, surfacing and parking, drainage features and utilities. Generally, works will be limited to the existing road corridor with minor changes to existing road infrastructure. The Proposed Scheme will include impact on median and roadside tree planting at sections of Stillorgan Road and direct impact on a section of boundary and planting at part of the former RTÉ Campus and along the city bound off slip at Belfield Interchange.

Most notably the Proposed Scheme will provide for a new bus interchange within UCD adjacent to the Belfield Interchange, which will require direct impact on landscape areas, tree planting and the existing sylvan setting of the entrance. Other substantial works will be limited to between Stillorgan Road / Dublin Road (Oatlands) / Priors Drive junction and Stillorgan Road / Lower Kilmacud Road / Stillorgan Park Road junction, where there is direct impact on roadside boundaries, dense planting, and several properties. There will be land acquisition from portions of two residential gardens to enable construction of a new pedestrian route, with an impact on the existing boundaries. The works will also involve some other minor sections of land acquisition of roadside areas. There will be some notable localised changes to streetscape and townscape character and amenity, although generally there will be minimal change throughout this section. The magnitude of change will be medium.

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

##### **17.4.3.1.3 Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout)**

The baseline townscape is of very high sensitivity and construction of the Proposed Scheme will involve very substantial works 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 long sections of temporary and permanent acquisition from Loughlinstown Roundabout to north of Shankill Village and from south of Shankill Village to Wilford

Roundabout. This acquisition and associated works will give rise to substantial disruption, removal of existing boundaries, including established and historic stone walls, tree planting, and planting belts at a range of properties including residential, community / institutional, agricultural, public park and cemetery. The works will involve land acquisition from several residential properties, including established parkland properties such as Askefield House, Beauchamp House and Woodbrook House, which have attractive boundaries / stone walls and planted boundaries with the road corridor. Impact on the residential properties will remove sections of existing boundary walls and entrances, sections of driveway and established trees and hedgerows.

The construction works will alter the existing streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.

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

#### 17.4.3.1.4 Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

The baseline townscape is of high sensitivity and construction of the Proposed Scheme will involve substantial works along the road corridor. The Construction Phase will involve demolition, excavation and construction works to kerbs, road carriageways, footpaths, junctions, surfacing and parking, utilities, and drainage features, etc. This will include demolition of Woodbrook Side Lodge and construction of a replacement lodge building within the existing site to the east of its current location. There will be an impact on boundary walls, entrances and mature tree planting (most notably at North Wicklow Educate Together in Ravenswell), works to wide grass verges and sections of gardens fronting residential properties along Nos. 1 to 14 Dublin Road and works along a range of other properties though the northern end of Bray.

The construction works will not alter the existing townscape character along this section of the Proposed Scheme but there will be some notable changes to local streetscape amenity. The magnitude of change in the baseline environment is medium / high.

The potential townscape / streetscape effect of the Construction Phase on this section is assessed to be Negative, Significant 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 Belmont / Mount Eden (off Morehampton Road) where modest works are proposed along the existing street. Works will not directly impact the characteristic features of the ACA. The sensitivity is very high and the magnitude of change will be low.

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

##### 17.4.3.2.2 Conservation Areas

Conservation Areas (CA) are located from St Stephen's Green along Leeson Street Lower, along the Grand Canal corridor and along the River Dodder corridor.

The construction of the Proposed Scheme will result in localised changes and modest alterations to the road corridor in the vicinity of these CAs. The works will not detract the overall conservation area designation. The sensitivity is very high and the magnitude of change is low.

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

##### 17.4.3.2.3 Residential Conservation Areas

Much of the streetscape along the Proposed Scheme to the north and south of Donnybrook Village comprises residential conservation areas. Construction will result in works within the streetscape, with some mature street

tree removal, but without direct impact on the residential conservation designation. The sensitivity is very high and the magnitude of change will be medium.

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

#### 17.4.3.2.4 Protected Structures

Protected Structures along the route of the Proposed Scheme include:

- A majority of buildings on Morehampton Road and the full length of Leeson Street Upper;
- Eustace Bridge over the Grand Canal;
- Dispersed properties along N11 Stillorgan Road / Bray Road (in the most part setback from road corridor);
- A substantial number of properties from Loughlinstown through Shankill to Wilford Roundabout; and
- Limited protected structures south of the Wilford Roundabout.

The proposed land acquisition on the east side of the Dublin Road to the south of the Wilford Roundabout will result in the removal of the Woodbrook Side Lodge (DLR RPS 1874) and the associated boundary wall, dressed granite pedestrian gateway and secondary entrance gates to Woodbrook House (DLR RPS 1870). The lodge forms part of the demesne landscape of Woodbrook House. A replacement lodge will be built within the site to the east of its current location. The sensitivity is very high and the magnitude of change will be very high.

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

It is proposed to construct a new lodge to replace the Woodbrook Side Lodge, however in order to ensure a worst-case scenario is accounted for, a scenario in which only the boundary wall is rebuilt has also been assessed. Under this scenario, there would be the permanent loss of the lodge from the townscape and streetscape and an associated visual impact. The potential townscape / streetscape and visual impact of the Construction Phase on Woodbrook Side Lodge is assessed to be Negative, Significant and Permanent.

Works required along the road corridor in the vicinity directly affect the grounds around a number of protected structures, including Mount Errol, Rathmichael Parish Primary School, Saint Anne's House, Saint Anne's Church, Crinken House, Askefield House, Beauchamp House and Saint James's (Crinken) Church. The works will involve temporary and permanent acquisition from these properties, including removal of existing boundary walls and entrances, sections of driveway and established trees and plantings. The works will detract from the surrounding grounds / sites but do not directly impact the protected structures. The sensitivity is very high and the magnitude of change will be high. Refer also to Chapter 16 (Architectural Heritage) for further detail.

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

#### 17.4.3.2.5 Amenity Designations

There are a wide range of significant amenities located along the Proposed Scheme including St. Stephen's Green to the Grand Canal and River Dodder corridors, St. Helen's in Booterstown, Kilbogget Park, Loughlinstown Commons, Shanganagh Park, as well as a range of open spaces / landscape areas associated with residential developments along the Proposed Scheme. Greenbelts are designated from Southlands to Wilford and at Woodbrook.

The construction of the Proposed Scheme will require land acquisition of roadside areas from Shanganagh Park and adjoining cemetery lands, with substantial impact on boundaries, mature tree planting, park entrances, and playground facilities. The construction of the Proposed Scheme will also require temporary and permanent acquisition of roadside areas from open space at Greygates, Fosterbrook, Merrion Grove, Patrician Villas, Lower Kilmacud Road, Grange Apartments, South Park, Belmont Green, Westminster Junction, Beechpark



Road, Shanganagh Vale, Wyattville Road, Seaview Park, Kentfield Park, Rathmichael Lawns, Dublin Road (south of Loughlinstown Roundabout), Woodbank, grounds of St. Anne's Church, Cherrington Drive and Castle Farm, with direct impact on the boundaries, plantings and landscape areas, most notably at Patrician Villas, Woodbank, grounds of St. Anne's Church and Castle Farm. The sensitivity is medium / high and the magnitude of change will be high.

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

#### 17.4.3.2.6 TPOs / Tree Preservation Objectives

TPOs are located at St. Helen's Booterstown, Corbawn Lane / Dorney Court and a mature Monterey Pine at the entrance to Ravenswell (North Wicklow Educate Together).

Although works will occur in proximity there will be no adverse changes to these designations. The sensitivity is very high and the magnitude of change will be negligible / low.

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

Tree preservation objectives are located at numerous locations along the N11, Dublin Road north and south of Shankill including UCD Campus, Seafield Road, Open Space at The Rise / Stillorgan Road, Sycamore Crescent (Mount Merrion), Talbot Hotel (Stillorgan), Oatlands College (Stillorgan), Parician Villas (Stillorgan), St. John of God Hospital (Stillorgan), St Brigid's Parish Center (Stillorgan), Belmont House (Gallopings Green), Mount Salem (White's Cross), Beech Park (Cabinteely), Thingwall (Dublin Road), Rathmichael Lawns (Dublin Road), Cluin na Greine Court (Shankill), Woodbank (Dublin Road), Rathmichael Parish National School (Dublin Road), St. Anne's House (Dublin Road), Stonebridge Road, Dorney Court (Dublin Road), Dublin Road (Aubrey Park), Castle Farm, Shanganagh Park and Cemetery, St James' (Crinken) Church, Woodbrook Estate / Housing Development, The Aske, Corke Lodge and The Coach House, Wilford House and Rathmore (west of Dublin Road).

Construction works will require the removal of trees subject to tree preservation objectives at Thingwall (Dublin Road), Woodbank (Dublin Road), Rathmichael Parish National School (Dublin Road), St. Anne's House (Dublin Road), Shanganagh Park and Cemetery, Woodbank Estate and Corke Lodge. The works will result in substantial removal of mature trees from these properties. The sensitivity is very high and the magnitude of change will be very high.

The potential townscape / streetscape and visual impact of the Construction Phase on tree preservation objectives is assessed to be Negative, Very Significant and Short-Term.

#### 17.4.3.2.7 Preserved Views / Scenic Views, etc.

Views are identified for protection north along the Georgian streetscape of Fitzwilliam Place and the Grand Canal. The Proposed Scheme involves modest works at the junction with Fitzwilliam Place and Eustace Bridge over the Grand Canal. While the works will be visible in the protected views they will not notably detract from the view. The sensitivity is high and the magnitude of change will medium.

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 the acquisition of land from the following residential properties / associated entrances / semi-private spaces:

- Entrance to Stonebridge Lane, Stonebridge Road
- Cul-de-Sac adjacent to 114 & 116A South Park

- Rostellan, 118 Stillorgan Road
- St. Anthony's, 7 Dublin Road
- Brookvale, 6 Dublin Road
- Meentouges, 5 Dublin Road
- 14 Dublin Road
- Side Lodge, Dublin Road
- Plot adjacent to Woodbrook Estate & The Front Lodge
- Plot at entrance to Wilford Cottage
- Plot at entrance to Wilford Cottage, Dublin Road
- Land on either side of the entrance to Woodbrook Golf Club being part of the grounds pertaining to Woodbrook Mansion House
- Plot at Beauchamp House, Dublin Road
- Beauchamp Lodge, and entrance, Dublin Road
- Plot adjacent to Askefield House, Dublin Road
- The Orchard Lodge entrance, Dublin Road
- Adjacent to Askefield Lodge, Dublin Road
- Crinken Lodge, Dublin Road
- Entrance to Sherrington Lodge
- Olcovar, Dublin Road
- Entrance to Aughmore Lane, Dublin Road
- Saint Anne's, Dublin Road
- Carezza, Dublin Road
- Narrow Meadow, Dublin Road
- Kiltuc, Dublin Road
- Portion of land at Rathmichael Park
- Cialma, Dublin Road
- 3 Rathmichael Lawns, Dublin Road
- Bari, 4 Rathmichael Lawns
- Coltsfoot, Dublin Road
- Kendor, Dublin Road
- Fairymount, Dublin Road
- Thingwall, Dublin Road
- Clonmore, Dublin Road
- Verge at The Paddocks, St. Rita's, Dublin Road
- Area to front of Woodbrook College, Dublin Road
- Plot adjacent to lands south of Beauchamp House, Dublin Road
- Roadside verge beside Beauchamp Lodge, Dublin Road
- Entrance to 6 Belton Terrace, Castle Street

Many of these properties will experience removal of boundary walls, driveways, gardens, planting, some including established / historic walls and plantings, and loss of use of some private area, however, access and egress will be maintained at all times. The sensitivity is high and the magnitude of change at properties with such impacts will be very high.

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

Construction of the Proposed Scheme will require land acquisition from a range of non-residential properties including properties on Leeson Street / Morehampton Road, Circle K / Fastfit / Firststop (Donnybrook), RTÉ Campus, UCD Belfield, Coláiste Eoin, The Grange, St. Laurence's College, Rathmichael Parish National School, St. Anne's Church and Resource Centre, Shanganagh Marble and Stone Centre, St. James Church, commercial properties along Dublin Road in Bray, and Castle Street Shopping Centre. While some areas are hard standing, works will involve removal of boundaries, some trees, plantings and landscape areas. The sensitivity is medium / high and the magnitude of change will be high.

The potential townscape / streetscape and visual impact of the Construction Phase on these non-residential properties is assessed to be Negative, Moderate / 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. The sensitivity is medium / high and the magnitude of change will be medium.

The potential townscape and visual impact of the Construction Phase on these properties is assessed to be Negative, Moderate 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 some mature street trees on Leeson Street Upper / Morehampton Road / Donnybrook, some median and roadside trees at limited sections along Stillorgan Road / Bray Road, trees within the UCD grounds and along the boundary with the city-bound Stillorgan Road off-slip, within properties north and south of Shankill Village, including Shanganagh Park and Cemetery, Woodbrook and Ravenswell (North Wicklow Educate Together).

Loss of and impact on existing mature trees is particularly substantial along the existing road corridor north and south of Shankill Village. The sensitivity is high and the magnitude of change will be high / very high.

The potential townscape and visual impact of the Construction Phase on trees and plantings is assessed to be Negative, Very Significant and Short-Term.

In the case of the non-rebuild scenario for Woodbrook Side Lodge, there would be reduction in the number of trees lost (2 no.) including a large mature sycamore. This would reduce the negative effect on trees in the local area as compared with the rebuild scenario, however, the change would not be substantial enough to alter the scheme-wide effect as described in the paragraph above.

#### 17.4.3.3 Summary of Potential Construction Phase Impacts

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

**Table 17.7: Summary of Predicted Construction Phase Impacts**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
<b>Section 1: Leeson Street to Donnybrook (Anglesea Road Junction)</b> For proposed changes see Section 17.4.3.1.1		Very High	Medium / High	Negative Moderate / Significant Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b> For proposed changes see Section 17.4.3.1.2	Low / Medium	Medium	Negative Moderate Temporary / Short-Term
	<b>Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout)</b> For proposed changes see Section 17.4.3.1.3	Very High	Very High	Negative Very Significant / Profound Temporary / Short-Term
	<b>Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)</b> For proposed changes see Section 17.4.3.1.4	High	Medium / High	Negative Significant Temporary / Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
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	Negative Moderate Temporary / Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Medium	Negative Moderate Temporary / Short-Term
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Short-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Permanent
	<b>Other Protected Structures</b> For proposed changes see Section 17.4.3.2.4	Very High	High	Negative Significant / Very Significant Temporary / Short-Term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	Medium / High	High	Negative Significant Temporary / Short-Term
TPOs / tree Protection Objectives	<b>TPOs</b> For proposed changes see Section 17.4.3.2.6	Very High	Negligible / Low	Negative Slight Short-Term
	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.3.2.6	Very High	Very High	Negative Very Significant Short-Term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium	Negative Moderate Temporary / Short-Term
Properties	<b>Part of residential property with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant Short-Term
	<b>Non-residential properties with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	Medium / High	High	Negative Moderate / Significant Temporary / Short-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.3.2.8	Medium / 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
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	High	High / Very High	Negative Very Significant Short-Term

#### 17.4.4 Operational Phase

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

- Alterations in the physical and visual character of the corridor of the existing road / street;
- Changes in traffic, pedestrian and cycle movements;
- Modification of areas of private property / gardens / boundaries; 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 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 allocation and traffic movements are a common and regular aspect of active road and traffic management for urban roads and streets. Therefore, such changes may also be considered as part and parcel of any urban streetscape environment.

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 the Proposed Scheme is sub-divided into four sections:

- Section 1: Leeson Street to Donnybrook (Anglesea Road Junction);
- Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout;
- Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout); and
- Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge).

###### 17.4.4.1.1 Section 1: Leeson Street to Donnybrook (Anglesea Road Junction)

The baseline townscape is of very high sensitivity. Operation of the Proposed Scheme will involve modest changes to the existing road infrastructure. Most notably there will be continuing negative effects from loss of seven large mature street trees at Leeson Street Upper and Morehampton Road which are to be removed during the Construction Phase. Several replacement trees are proposed within this section which will reduce the negative effects over the long-term as they mature. In addition, there will be provision of an improved paving scheme throughout this section, with a change from poured concrete to concrete paving for many of the footpaths. There will also be removal of some on-street car parking to create a new accessible urban realm. The Operational Phase of the Proposed Scheme will not alter the overall townscape character along this section of the Proposed Scheme, but there will be localised changes to streetscape amenity. The magnitude of change will be medium.

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

#### 17.4.4.1.2 Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout

The baseline townscape is of low / medium sensitivity and operation of the Proposed Scheme will involve generally minor changes along the existing major road infrastructure. There will be some localised substantial changes, most notably where the Proposed Scheme provides for a new bus interchange within UCD adjacent to the Belfield Interchange, and there will be some continuing effects from loss of trees removed from the existing sylvan setting of the entrance during the Construction Phase, although this is in line with the aims of the UCD Future Campus Masterplan. Other substantial changes are limited to between Stillorgan Road / Dublin Road (Oatlands) / Priory Drive junction and Stillorgan Road / Lower Kilmacud Road / Stillorgan Park Road junction, where there will have been removal of dense roadside planting during the Construction Phase which will reduce the screening effect between the busy road corridor and several properties. However, the Proposed Scheme provides adequate replacement planting at UCD and to the roadside locations which experienced vegetation loss, and the negative effects will be negated over the long-term. It should be noted that the establishment of a bus interchange at this location is one of the objectives of the UCD Future Campus Masterplan. Additional tree planting will also be provided at several roadside locations and sections of median. There will be minimal land acquisition from the private garden areas of two residential properties to provide a new pedestrian linkage between the N11 and South Park.

The Operational Phase of the Proposed Scheme will not alter the overall townscape character but there will be some limited localised changes to streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

#### 17.4.4.1.3 Section 3: Loughlinstown Roundabout to Bray North (Wilford Roundabout)

The baseline townscape is of very high sensitivity and operation of the Proposed Scheme will involve very substantial changes along this section, with widening of the road corridor, permanent acquisition from 23 residential properties as well from Rathmichael parish National School, St. Anne's Church, and Shanganagh Park and Cemetery, with resultant setback of boundaries and continuing effects from loss of mature trees / plantings removed during the Construction Phase. However, there will be provision of substantial replacement planting to consolidate the boundaries and woodland edges throughout this section. Screening planting will be restored to the boundaries of all impacted residential properties. Over the long-term there will be a reduction of the negative effects associated with removal of trees and other vegetation. The Operational Phase will not alter the existing townscape character, but will substantially alter the local streetscape amenity across much of this section of the Proposed Scheme. The magnitude of change in the baseline environment will be very high.

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

#### 17.4.4.1.4 Section 4: Bray North (Wilford Roundabout) to Bray South (Fran O'Toole Bridge)

The baseline townscape is of high sensitivity and operation of the Proposed Scheme involves substantial changes along the road corridor, with permanent acquisition from 15 residential properties as well from a range of commercial properties and the entrance at Ravenswell (North Wicklow Educate Together), with the resultant setback of boundaries and continuing short to medium-term effects resulting from loss of mature trees and plantings removed during the Construction Phase. There will be provision of replacement tree planting to the majority of the areas which experienced tree loss, and also additional tree planting at roadside properties on Dublin Road, which will result in a positive effect over the long-term as the planting matures. There will be provision of an enhanced paving scheme to Castle Street including concrete paving and sett paving to junctions to emphasise pedestrian priority. The Operational Phase will not alter the existing townscape character of this section of the Proposed Scheme but there will be localised changes to streetscape amenity. The magnitude of change in the baseline environment will be medium / high.

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

#### **17.4.4.2 Impact on Streetscape Elements and Visual Impacts**

##### **17.4.4.2.1 Architectural Conservation Areas**

An ACA is located at Belmont / Mount Eden (off Morehampton Road) where changes are proposed along Morehampton Road. The changes will not impact the ACA. The sensitivity is very high and the magnitude of change will be negligible.

The potential townscape / streetscape and visual impact of the Operational Phase on the ACA will be Neutral, Imperceptible and Long-Term.

##### **17.4.4.2.2 Conservation Areas**

CAs are located at St. Stephen's Green along Leeson Street Lower, along the Grand Canal corridor and along the River Dodder corridor. The operation of the Proposed Scheme will result in some minimal changes to the setting of these designations. There will be an improvement to the footways in some sections. The sensitivity is very high and the magnitude of change will be low.

The potential townscape / streetscape and visual impact of the Operation Phase on the CAs is assessed to be Positive, Slight and Long-Term.

##### **17.4.4.2.3 Residential Conservation Areas**

Much of the streetscape along the Proposed Scheme to the north and south of Donnybrook Village comprises residential conservation areas. The operation of the Proposed Scheme will result in some minimal changes to the setting of this designation. The sensitivity is very high, and the magnitude of change will be low.

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

##### **17.4.4.2.4 Protected Structures**

Protected Structures include a majority of buildings on Morehampton Road and the full length of Leeson Street Upper, Eustace Bridge over Grand Canal, dispersed properties along the N11 Stillorgan Road / Bray Road (in the most part set back from road corridor), a substantial number of properties from Loughlinstown through Shankill to Wilford Roundabout, and limited protected structures south of the Wilford Roundabout. Refer also to Chapter 16 (Architectural Heritage) for further details.

The proposed land acquisition on the east side of the Dublin Road to the south of the Wilford Roundabout will result in the removal and replacement of the Woodbrook Side Lodge (DLR RPS 1874) and the associated features during the Construction Phase. The construction of the new lodge and associated boundary features will maintain its relationship with Woodbrook House and demesne, but the lodge will be a new building and the original relationship with the demesne landscape of Woodbrook House will be altered. The negative effects will be reduced as the replacement building becomes increasingly integrated into the setting and the new position becomes an increasingly accepted part of the landscape. The sensitivity is very high and the magnitude of change will be high.

The potential townscape / streetscape and visual impact of the Operational Phase on Woodbrook Side Lodge is assessed to be Negative, Moderate / Significant and Short-Term, becoming Negative, Moderate and Long-Term.

In the case of the non-rebuild scenario for Woodbrook Side Lodge, there would be the permanent loss of the lodge from the townscape and streetscape and an associated visual impact. The potential townscape / streetscape and visual impact of the Construction Phase on Woodbrook Side Lodge is assessed to be Negative, Significant and Permanent.

Substantial changes are required to the grounds surrounding Protected Structures north and south of Shankill Village. There will be continuing effects from changes during the Construction Phase involving setback of

established boundaries, replacement of stone walls with new walls, loss of mature planting and impact on grounds. The negative effects will be reduced over the long-term with the growth of replacement planting. The sensitivity is very high magnitude of change will be high.

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

#### 17.4.4.2.5 Amenity Designations

There are a wide range of significant amenities located along the Proposed Scheme from St. Stephen's Green to the Grand Canal and River Dodder corridors, St. Helen's in Booterstown, Kilbogget Park, Loughlinstown Commons, Shanganagh Park as well as a range of open spaces / landscape areas associated with residential developments along the Proposed Scheme. Greenbelts are designated from Southlands to Wilford and at Woodbrook.

The operation of the Proposed Scheme will require permanent acquisition of roadside areas from Shanganagh Park and adjoining cemetery lands and will also require permanent acquisition of roadside areas from open space at Greygates, Patrician Villas, Shanganagh Vale, Dublin Road (south of Loughlinstown Roundabout), Woodbank, the grounds of St. Anne's Church, Cherrington Drive, and Castle Farm.

The Operational Phase will involve continuing effects from changes to Shanganagh Park and Cemetery during the Construction Phase, with setback of part of boundary, changes to prominent boundary features, loss of planting and changes to footpaths. The design process has sought to minimise the loss of valued landscape features wherever possible and the proposals are in line with proposed changes contained in the Shanganagh Park Masterplan. At the Dublin Road/Shanganagh Park junction, the park entrance will be amended to allow the alignment of the cycle path. The existing gates, railings and piers will be returned to DLRCC and re-located to suit the Shanganagh Park Masterplan proposals. It should be noted that the location of the piers is not historically authentic. There will also be changes to open spaces at Greygates, Fosterbrook, Merrion Grove, Patrician Villas, Lower Kilmacud Road, Grange Apartments, South Park, Belmont Green, Westminster Junction, Beechpark Road, Shanganagh Vale, Wyattville Road, Seaview Park, Kentfield Park, Rathmichael Lawns, Dublin Road (south of Loughlinstown Roundabout), Woodbank, grounds of St. Anne's Church, Cherrington Drive, Castle Farm and outside Woodbrook College. Replacement trees are to be provided to these open spaces wherever feasible.

Nevertheless, there will be continuing short to medium-term effects from loss of mature trees removed during the Construction Phase from these open spaces. Effects will be neutralised over the long-term through growth of replacement tree planting. The sensitivity is medium / high and the magnitude of change will be high.

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

#### 17.4.4.2.6 TPOs / Tree Preservation Objectives

TPOs are located at St. Helen's Booterstown, Corbawn Lane / Dorney Court and the mature Monterey Pine at the entrance to Ravenswell (North Wicklow Educate Together).

Although works will occur in proximity to those trees, there will be no adverse changes to these designations. The sensitivity is very high and the magnitude of change will be negligible / low.

The potential townscape / streetscape and visual impact of the Construction Phase on TPOs is assessed to be Neutral, Imperceptible and Long-Term.

Tree preservation objectives are located at numerous locations along the N11, Dublin Road north and south of Shankill including UCD Campus, Seafield Road, Open Space at The Rise / Stillorgan Road, Sycamore Crescent (Mount Merrion), Talbot Hotel (Stillorgan), Oatlands College (Stillorgan), Parician Villas (Stillorgan), St. John of God Hospital (Stillorgan), St Brigid's Parish Center (Stillorgan), Belmont House (Gallopings Green), Mount Salem (White's Cross), Beech Park (Cabinteely), Thingwall (Dublin Road), Rathmichael Lawns (Dublin Road), Cluin na



Greine Court (Shankill), Woodbank (Dublin Road), Rathmichael Parish National School (Dublin Road), St. Anne's House (Dublin Road), Stonebridge Road, Dorney Court (Dublin Road), Dublin Road (Aubrey Park), Castle Farm, Shanganagh Park and Cemetery, St James' (Crinken) Church, Woodbrook Estate / Housing Development, The Aske, Corke Lodge and The Coach House, Wilford House and Rathmore (west of Dublin Road).

Operation of the Proposed Scheme will not impact further on tree protection designations, however, the effects resulting from loss of trees removed during the Construction Phase will remain. Replacement trees are proposed where feasible and the negative effects will be reduced over the long-term as the proposed replacement trees mature. The sensitivity is very high and the magnitude of change will be high.

The potential townscape / streetscape and visual impact of the Operation Phase on tree designations is assessed to be Negative, Very Significant and Short-Term, becoming Negative, Significant and Long-Term.

#### 17.4.4.2.7 Preserved Views / Scenic Views, etc.

Views are identified for protection north along the Georgian streetscape of Fitzwilliam Place and the Grand Canal. The Proposed Scheme involves modest works at the junction with Fitzwilliam Place and Eustace Bridge over the Grand Canal. These views will not be impacted by the Proposed Scheme. The sensitivity is high and the magnitude of change will be negligible.

The potential townscape / streetscape and visual impact of the Operational Phase on these views is assessed to be Neutral, Imperceptible and Long-Term.

#### 17.4.4.2.8 Properties

Operation of the Proposed Scheme will require permanent acquisition from 41 residential properties:

- Thingwall, Dublin Road
- Fairymount, Dublin Road
- Clonmore, Dublin Road
- Kendor, Dublin Road
- Coltsfoot, Dublin Road
- Portion of land at Rathmichael Park
- Kiltuc, Dublin Road
- Narrow Meadow, Dublin Road
- Carezza, Dublin Road
- Saint Anne's, Dublin Road
- Olcovar, Dublin Road, Shankill
- Crinken Lodge, Dublin Road, Shankill
- Entrance to Aughmore Lane, Dublin Road
- Planter area at entrance to Aughmore Lane, Dublin Road
- Plot adjacent to Askefield House, Dublin Road
- Plot at Beauchamp House, Dublin Road
- Plot adjacent to lands south of Beauchamp House, Dublin Road
- Beauchamp Lodge, and entrance, Dublin Road
- Roadside verge beside Beauchamp Lodge, Dublin Road
- Land on either side of the entrance to Woodbrook Golf Club being part of the grounds pertaining to Woodbrook Mansion House
- Side Lodge, Dublin Road, Bray
- Plot adjacent to Woodbrook Estate & The Front Lodge, Dublin Road

- St. Anthony's, 7 Dublin Road
- Brookvale, 6 Dublin Road
- Meentouges, 5 Dublin Road
- Green Area & driveway to the front of 14 Dublin Road
- Entrance to 6 Belton Terrace, Castle Street, Bray
- Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 Dublin Road, Bray

There will be setback of boundary walls, replacement of established / historic walls with new walls, changes to gardens, and plantings. The Side Lodge (at Woodbrook) will have been demolished and rebuilt. There will be adequate replacement planting provided to the properties to consolidate the screening effect and restore the landscape and visual amenity, thus reducing the effects over the medium to long-term as the planting matures. The sensitivity is high and the magnitude of change at these properties will be very high.

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

Operation of the Proposed Scheme will require permanent acquisition from a range of non-residential properties including Circle K / Fastfit / Firststop (Donnybrook), RTE Campus, UCD Belfield, Stillorgan College of Further Education, The Grange, Shewsbury House, St. Laurence's College, Rathmichael Parish National School, St. Anne's Church and Resource Centre, Shanganagh Marble and Stone Centre, commercial properties along Dublin Road in Bray, and Castle Street Shopping Centre. The sensitivity is medium / high and the magnitude of change will be medium / high.

The potential townscape / streetscape and visual impact of the Operational Phase on these properties is assessed to be Negative, Moderate / Significant and Short-Term, becoming Negative, Moderate and 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, fronting and viewing the Proposed Scheme. There will be adequate replacement planting provided along the Proposed Scheme to consolidate any loss in screening effect and restore the landscape and visual amenity, and there will be some provision of localised improvements to the urban realm including planting, thus reducing the effects over the medium to long-term as the planting matures. The sensitivity is medium / high and the magnitude of change will be medium.

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

#### 17.4.4.2.9 Trees and Vegetation

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 the effects resulting from their loss in the streetscape / at properties will remain at specific locations along the road corridor. Most notably these involve properties north and south of Shankill Village. Effects will be reduced over the long-term through growth of replacement tree planting. The sensitivity is high and the magnitude of change will be high / very high.

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

In the case of the non-rebuild scenario for Woodbrook Side Lodge, there would be reduction in the number of trees lost (2 no.) including a large mature sycamore. This would reduce the negative effect on trees in the local area as compared with the rebuild scenario, however, the change would not be substantial enough to alter the scheme-wide effect as described in the paragraph above.

#### 17.4.4.2.10 Potential Benefits

Where landscape measures are 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 improvements to the streetscape in several locations along the Proposed Scheme, including new or improved footpath and cycle routes, improved or more visually appealing hard surfacing, street furniture, improvement to the setting of heritage architecture, and new tree / ornamental planting. In some cases, this will create a long-term net benefit compared to the baseline landscape, such as along the Bray North (Wilford Roundabout) to Bray South (Fran O’Toole Bridge), and Leeson Street to Donnybrook (Anglesea Junction) sections of the Proposed Scheme.

The Proposed Scheme also provides for a reduction in the car-centric design of the townscape with a substantially enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.

#### 17.4.4.3 Summary of Potential Operational Phase Impacts

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 Predicted Operational Phase Impacts (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
<b>Townscape and Streetscape Character</b>				
<b>Section 1: Leeson Street to Donnybrook (Anglesea Junction)</b> For proposed changes see Section 17.4.4.1.1		Very high	Medium	Negative Moderate Short-Term
<b>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b> For proposed changes see Section 17.4.4.1.2		Low / Medium	Low	Negative Slight Short-Term
<b>Section 3: Loughlinstown Roundabout to Wilford Roundabout</b> For proposed changes see Section 17.4.4.1.3		Very High	Very High	Negative Very Significant Short-Term
<b>Section 4: Bray North to Bray South (Wilford Roundabout to Fran O’Toole Bridge)</b> For proposed changes see Section 17.4.4.1.4		High	Medium / High	Neutral Moderate / Significant Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.4.2.1	Very High	Negligible	Neutral Imperceptible Short-Term
Conservation Areas	For proposed changes see Section 17.4.4.2.2	Very High	Low	Positive Slight Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.4.2.3	Very High	Low	Neutral Slight Short-Term
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.4.2.4	Very High	High	Negative Moderate / Significant Short-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.4.2.4	Very High	Very High	Negative Significant Permanent

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>Other protected Structures</b> For proposed changes see Section 17.4.4.2.4	Very High	High	Negative Significant Short-Term
Amenity Designations	For proposed changes see Section 17.4.4.2.5	Medium / High	High	Negative Significant Short-Term
TPOs / tree Protection Objectives	<b>TPOs</b> For proposed changes see Section 17.4.4.2.6	Very High	Negligible / Low	Neutral Imperceptible Short-Term
	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.4.2.6	Very High	High	Negative Very Significant Short-Term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Negligible	Neutral Imperceptible Short-Term
Properties	<b>Part of residential property in permanent and/or temporary acquisition</b> For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Very Significant Short-Term
	<b>Non-residential properties included in permanent acquisition</b> For proposed changes see Section 17.4.4.2.8	Medium / High	Medium / High	Negative Moderate / Significant Short-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.4.2.8	Medium / High	Medium	Negative Moderate Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	High	High / Very High	Negative Significant / Very 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 / approved by a professional qualified arborist. For details of trees to be retained refer to the Tree Protection Plans which are contained within Appendix A17.1 Arboricultural Impact Assessment in Volume 4 of this EIAR;
- Wherever practicable, trees and vegetation will be retained within the Proposed Scheme. Trees and vegetation identified for removal will be removed in accordance with BS 3998:2010 Tree Work

- Recommendations (BSI 2010) and best arboricultural practices as detailed and monitored by a professional qualified arborist. For details of trees and vegetation to be removed refer to the Tree Protection Plans within Appendix A17.1 Arboricultural Impact Assessment in Volume 4 of this EIAR and the Landscape General Arrangements (BCIDB-JAC-ENV\_LA-0013\_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 ongoing 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 17.4.4.2.8), 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 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 this EIAR). This provides the environmental management framework to be adhered to during construction of the Proposed Scheme.

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
<b>Section 1: Leeson Street to Donnybrook (Anglesea Junction)</b> For proposed changes see Section 17.4.3.1.1		Very High	Medium / High	Negative Moderate / Significant Temporary / Short-Term
<b>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b> For proposed changes see Section 17.4.3.1.2		Low / Medium	Medium	Negative Moderate Temporary / Short-Term
<b>Section 3: Loughlinstown Roundabout to Wilford Roundabout</b> For proposed changes see Section 17.4.3.1.3		Very High	Very High	Negative Very Significant / Profound Temporary / Short-Term
<b>Section 4: Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)</b> For proposed changes see Section 17.4.3.1.4		High	Medium / High	Negative Significant Temporary / Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
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	Negative Moderate Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Medium	Negative Moderate Temporary / Short-Term
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Short-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Permanent
	<b>Other Protected Structures</b> For proposed changes see Section 17.4.3.2.4	Very High	High	Negative Significant / Very Significant Temporary / Short-Term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	Medium / High	High	Negative Significant Temporary / Short-Term
TPOs / tree Protection Objectives	<b>TPOs</b> For proposed changes see Section 17.4.3.2.6	Very High	Negligible / Low	Negative Slight Short-Term
	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.3.2.6	Very High	Very High	Negative Very Significant Short-Term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium	Negative Moderate Temporary / Short-Term
Properties	<b>Part of residential property with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant Short-Term
	<b>Non-residential properties with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	Medium / High	High	Negative Moderate / Significant Temporary Short-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.3.2.8	Medium / High	Medium	Negative Moderate Temporary / Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	High	High / Very High	Negative Very Significant Short-Term

## 17.5.2 Operational Phase

The design process of the Proposed Scheme has considered the potential for negative landscape (townscape) and visual effects. Opportunities to avoid, reduce or remediate these have been taken wherever practicable, and landscape measures are integrated within the design as far as possible. It should be noted that, wherever practicable, the Proposed Scheme proposes improvements of key locations of the townscape / streetscape, as described in Section 17.4.1.4 and Section 17.4.4. Therefore, while no mitigation or monitoring measures are proposed for the Operational Phase, the Proposed 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 the 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 cases, mitigation of effects on landscape (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 Predicted Operational Phase Impacts (at One and 15 Years Post-Completion of 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)	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post-construction)
<b>Townscape and Streetscape Character</b>					
<b>Section 1: Leeson Street to Donnybrook (Anglesea Junction)</b> For proposed changes see Section 17.4.4.1.1		Very high	Medium	Negative Moderate Short-Term	Positive Slight / Moderate Long-Term
<b>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b> For proposed changes see Section 17.4.4.1.2		Low / Medium	Low	Negative Slight Short-Term	Neutral Slight Long-Term
<b>Section 3: Loughlinstown Roundabout to Wilford Roundabout</b> For proposed changes see Section 17.4.4.1.3		Very High	Very High	Negative Very Significant Short-Term	Negative Moderate Long-Term
<b>Section 4: Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)</b> For proposed changes see Section 17.4.4.1.4		High	Medium / High	Neutral Moderate / Significant Short-Term	Positive Moderate Long-Term
<b>Streetscape Characteristics and Visual Impacts</b>					
Architectural Conservation Areas (ACA)	For proposed changes see Section 17.4.4.2.1	Very High	Negligible	Neutral Imperceptible Short-Term	Neutral Imperceptible Long-Term
Conservation Areas	For proposed changes see Section 17.4.4.2.2	Very High	Low	Positive Slight Short-Term	Positive Slight Long-Term
Residential Conservation Areas	For proposed changes see Section 17.4.4.2.3	Very High	Low	Neutral Slight Short-Term	Neutral Slight Long-Term
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.4.2.4	Very High	High	Negative Moderate / Significant Short-Term	Negative Moderate Long-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.4.2.4	Very High	Very High	Negative Significant Permanent	Negative Significant Permanent
	<b>Other protected Structures</b> For proposed changes see Section 17.4.4.2.4	Very High	High	Negative Significant Short-Term	Negative Slight / Moderate Long-Term
Amenity Designations	For proposed changes see Section 17.4.4.2.5	Medium / High	High	Negative Significant Short-Term	Neutral Moderate Long-term
TPOs / Tree Protection Objectives	<b>TPOs</b> For proposed changes see Section 17.4.4.2.6	Very High	Negligible / Low	Neutral Imperceptible Short-Term	Neutral Imperceptible Long-Term
	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.4.2.6	Very High	High	Negative Very Significant Short-Term	Negative Significant Long-Term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.4.2.7	High	Negligible	Neutral Imperceptible Short-Term	Neutral Imperceptible 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)	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 15 years post-construction)
Properties	<b>Part of residential property in permanent and / or temporary acquisition</b> For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Very Significant Short-Term	Negative Moderate Long-Term
	<b>Non-residential properties included in permanent acquisition</b> For proposed changes see Section 17.4.4.2.8	Medium / High	Medium / High	Negative Moderate / Significant Short-Term	Negative Moderate Long-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.4.2.8	Medium / High	Medium	Negative Moderate Short-Term	Neutral Moderate Long-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	High	High / Very High	Negative Significant / Very Significant Short-Term	Negative Moderate / Significant 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 Proposed Scheme. The proposed views are shown with proposed planting at approximately 10 to 15 years post-completion of the Construction Phase. The existing view available from the chosen viewpoint and the Proposed Scheme changes, as illustrated in the photomontages are described. The Photomontages have been prepared in accordance with the methodology set out in Section 17.2.4.8 and are included in Figure 17.2 in Volume 3 of this EIAR.

#### 17.5.2.1.1 Photomontage View 01a: Castle Street at Lower Dargle Road / Ravenswell Road

View 01a: Existing

Figure 17.2.1.1 shows the existing view from Castle Street at Lower Dargle Road looking north-west along Castle Street. Castle Street Shopping Centre and car parking area is present on the left of the view. The junction with Ravenswell Road is present in the foreground on the right, including a small adjoining area of urban realm with seating.

View 01a: As Proposed

Figure 17.2.1.2 shows the proposed view from Castle Street at Lower Dargle Road. The primary changes in the view are the land take and setting back of the boundary to car parking at Castle Street Shopping Centre including the removal of tree planters and provision of new planted trees to the boundary. A raised paved crossing is provided at the junction on the right using sett paving. Cycle tracks are provided on each side of Castle Street. There would be a limited improvement in visual amenity.

#### 17.5.2.1.2 Photomontage View 02: Castle Street / Dublin Road at Upper Dargle Road Junction

View 02: Existing

Figure 17.2.2.1 shows the existing view from Castle Street / Dublin Road at the junction with Upper Dargle Road looking north. The junction and modern development on the northwest side of the junction is dominant in the view. To the right side of the view, along the boundary of North Wicklow Educate Together (Ravenswell) and separated from the road by a tall, rendered wall, is a group of mature trees including a large mature conifer tree which is a prominent feature in the view.



#### View 02: As Proposed

Figure 17.2.2.2 shows the proposed view from Castle Street / Dublin Road at the junction with Upper Dargle Road looking north. The primary change to the view is the arrangement of the junction with the introduction of a new landscape area to the left including ornamental planting. The boundary to North Wicklow Educate Together (Ravenswell) will be partially set back with reinstatement of the rendered wall and planting behind. A new area of sett paving will be introduced across the entrance to North Wicklow Educate Together (Ravenswell). The prominent mature conifer will not be affected. There will be a positive change to the visual amenity of the view.

#### 17.5.2.1.3 Photomontage View 03: Dublin Road North of Old Connaught Avenue

##### View 03: Existing

Figure 17.2.3.1 shows the existing view from Dublin Road, north of Old Connaught Avenue, looking north. The view is of a residential street with large established front gardens bordering the road. To the right are front gardens surrounded by tall evergreen hedges. The road at this location is composed of two general traffic lanes with no cycle lanes.

##### View 03: As Proposed

Figure 17.2.3.2 shows the proposed view from Dublin Road, north of Old Connaught Avenue, looking north. The primary change is the widening of the road from two to four lanes and the addition of two cycle tracks. Land has been acquisitioned from the properties on the right (east) side of the road, resulting in reduced garden size and set back of boundaries, with reinstatement of boundary features and garden planting. There is a notable reduction in visual amenity of the view.

#### 17.5.2.1.4 Photomontage View 04: Dublin Road at Circle K, Bray

##### View 04: Existing

Figure 17.2.4.1 shows the existing view from Dublin Road at Circle K in Bray looking, north towards Woodbrook Side Lodge on the east side of the road. In the foreground on the left is the Circle K petrol station and on the right is the entrance to Windsor Bray Nissan car dealership which is marked by a prominent totem sign. In the background behind the lodge are a number of mature trees within the Woodbrook Estate grounds. The estate and lodge are separated from the road by the presence of a tall masonry and render wall.

##### View 04: As Proposed

Figure 17.2.4.2 shows the proposed view from Dublin Road at Circle K in Bray, looking north. The primary change in the view is widening of the road to the east with the demolition and rebuilding of Woodbrook Side Lodge and the removal of some mature trees within Woodbrook Estate. The boundary wall is set back and reinstated like-for-like, and replacement tree planting is provided with the grounds. The totem sign is moved outside of the field of view. There is a reduction in the visual amenity of the view.

#### 17.5.2.1.5 Photomontage View 05: Dublin Road South of Woodbrook College

##### View 05: Existing

Figure 17.2.5.1 shows the existing view from Dublin Road, south of Woodbrook College looking north. The view is framed to the right by a row of large mature trees that are situated in Woodbrook Estate. The estate is separated from the road by a rendered wall.

##### View 05: As Proposed

Figure 17.2.5.2 shows the proposed view from Dublin Road, south of Woodbrook College looking north. The primary change is the provision of a new bus stop and cycle tracks with land take from Woodbrook Estate. The existing wall, trees and vegetation, to a width of 4m, are removed from the estate. The wall is set back and rebuilt in stone to match the other boundary walls along this section of Dublin Road. Some existing mature trees

are retained and new trees are provided to consolidate the edge of the estate. There will be a neutral change to visual amenity once replacement planting is established.

#### 17.5.2.1.6 Photomontage View 06: Dublin Road at Woodbrook

##### View 06: Existing

Figure 17.2.6.1 shows the existing view from Dublin Road at Woodbrook looking north. On the left of the view is the grand bellmouth entrance to The Aske, defined by tall stone piers and cast-iron railings. The road is framed by stone walls and groups of mature trees to each side overhang the road creating a strong sense of enclosure.

##### View 06: As Proposed

Figure 17.2.6.2 shows the proposed view from Dublin Road at Woodbrook looking north. The primary change to the view is the widening of the road to the right (east) side with removal of a section of mature woodland, setting back of the boundary wall and reinstatement in similar stone construction. Trees further back in the woodland are retained and there is replacement tree planting to consolidate the woodland edge. The entrance to The Aske is not impacted. There is a negative change to the visual amenity of the view, but this will reduce as proposed planting matures further.

#### 17.5.2.1.7 Photomontage View 07 Dublin Road at Woodbrook / Woodbrook Downs Junction

##### Views 07

Figure 17.2.7.1 shows the existing view from Dublin Road looking north from the southern side of the junction with Woodbrook Downs and the recently developed entrance to the new Woodbrook housing estate. The views are characterised by a road corridor with a strong sense of enclosure formed by groups of roadside mature trees. Sections of rubble masonry walls to the right of the road defines the boundary with the adjoining Woodbrook estate which is currently undergoing development.

##### View 07: As Proposed

Figure 17.2.7.2 shows the proposed view from Dublin Road looking north from the southern side of the junction with Woodbrook Downs. The primary changes in the views are the widening of the road corridor and junction to accommodate bus and cycle lanes, with land take from the adjacent Woodbrook estate and a setting back and reinstatement in a like-for-like style of boundary walls. There is a substantial loss of existing mature trees along this section, but substantial replacement planting is proposed which will increasingly integrate the Proposed Scheme into the landscape over the long-term. There is a negative change to the view this section but this will become neutral over the long-term as the planting matures.

#### 17.5.2.1.8 Photomontage Views 08 and 09: Dublin Road in The Vicinity of St James' (Crinken) Church

##### Views 08 and 09: Existing

Figures 17.2.8.1 and 17.2.9.1 show the existing view from Dublin Road in the vicinity of St James' (Crinken) Church. The views are characterised by a road corridor with a strong sense of enclosure formed by groups of roadside mature trees. There are continuous sections of rubble masonry walls along this section of the road which delineate the boundaries of surrounding properties. There is a historic entranceway to St James' Church composed of cast-iron railings with ornate stone piers.

##### Views 08 and 09: As Proposed

Figures 17.2.8.2 and 17.2.9.2 show the proposed view from Dublin Road in the vicinity of St James' (Crinken) Church. The primary changes in the views are the widening of the road corridor to accommodate bus and cycle lanes, with land take from adjacent properties and a setting back and reinstatement in a like-for-like style of boundary walls. There is substantial loss of existing mature trees along this section, however, there is a considerable number of new trees proposed which will increasingly integrate the proposals into the landscape

over the long-term. The boundary of the church is not impacted. There is a negative change to both the views in this section.

#### 17.5.2.1.9 Photomontage View 10: Dublin Road at Shanganagh Castle Entrance

##### View 10: Existing

Figure 17.2.10.1 shows the existing view from Dublin Road outside the Shanganagh Castle entrance, by the north-west corner of Shanganagh Park, looking north. The left crenelated gate pier to the castle entrance and rubble masonry wall to the boundary of the castle grounds frame the view to the right. A rubble masonry wall defines the boundary between the road and the adjacent agricultural area on the left. There are mature trees present to both sides of the road.

##### View 10: As Proposed

Figure 17.2.10.2 shows the proposed view from Dublin Road at Shanganagh Castle / Shanganagh Park looking north. The primary change is the widening of the road to the right (east) side of the road with removal of the boundary wall and setting back of the boundary alignment and reconstruction of a new boundary wall. A new footpath and roadside grass verge are created on the right of the road. Some existing trees are removed and there is the provision of several new trees within the verge. There is some land take from the agricultural area on the left for provision of a bus stop, with setting back of the rubble masonry boundary wall. There would be a change to the character of the view but no loss of visual amenity.

#### 17.5.2.1.10 Photomontage View 11 and 12: Dublin Road in The Vicinity of Crinken Lane

##### Views 11 and 12: Existing

Figures 17.2.11.1 and 17.2.12.1 shows the existing view from Dublin Road in vicinity of Crinken Lane looking north-west. The road is bounded by rubble masonry walls to each side including boundary walls to properties on the left. There are a number of mature trees within adjacent properties to the left of the road.

##### Views 11 and 12: As Proposed

Figure 17.2.11.2 and 17.2.12.2 shows the proposed view from Dublin Road in vicinity of Crinken Lane looking north-west. The primary change is the widening of the road corridor to the left (south-west), with land take from adjacent properties, set back of masonry boundary walls and loss of mature trees. There is some provision of replacement tree planting to properties. There would be a negative impact on the visual amenity of the views.

#### 17.5.2.1.11 Photomontage View 13: Dublin Road at Castle Farm

##### View 13: Existing

Figure 17.2.13.1 shows the existing view from Dublin Road at Castle Farm, looking north-east. The view is focused on the tall rubble masonry wall to the boundary of open space at Castle Farm residential area. There are two prominent mature trees and a tall hedge within the open space which are visible over the wall.

##### View 13: As Proposed

Figure 17.2.13.2 shows the proposed view from Dublin Road at Castle Farm, looking north-east. The primary change to the view is the removal of the boundary wall, the provision of a new footpath within the open space bordered with a low natural stone wall. The two mature trees are retained and new trees and ground cover planting is provided within the open space. The character of the view becomes more open and the visual amenity is improved.

#### 17.5.2.1.12 Photomontage View 14: Dublin Road at Claremount

##### View 14: Existing

Figure 17.2.14.1 shows the existing view from Dublin Road at Claremount, looking north-west. The road is bounded by an open space associated with Cherrington Drive to the left, including a row of large mature trees, and by residential properties to the right.

View 14: As Proposed

Figure 17.2.14.2 shows the proposed view from Dublin Road at Claremount looking north-west. The changes to the view are limited to minor changes to the road corridor. There is a neutral change to visual amenity.

#### 17.5.2.1.13 Photomontage View 15b: Dublin Road at Stonebridge Close (Shankill Village)

View 15b: Existing

Figure 17.2.15.1 shows the existing view of Shankill Village from the Dublin Road at Stonebridge Close, looking north. The view is of a street with commercial properties to the left and residential properties to the right. The junction to a car park behind the commercial properties is visible to the left midground of the view.

View 15b: As Proposed

Figure 17.2.15.2 shows the proposed view of Shankill Village from the Dublin Road at Stonebridge Close. The changes to the view are limited to minor changes to the road corridor. A new street tree is provided to the left of the road adjacent to the junction with the car park. There is minimal change to the visual amenity of the view.

#### 17.5.2.1.14 Photomontage View 16a: Dublin Road at Junction with Shanganagh Road / Corbawn Lane

View 16a: Existing

Figure 17.2.16.1 shows the existing view from Dublin Road at the junction with Shanganagh Road / Corbawn Lane, looking north-west. The view is centred on St. Anne's Church, which is separated from the road by its grounds that contain areas of car parking, amenity grass and a number of moderately sized trees. The boundary to the church grounds is composed of a low stone wall at the junction with a low hedge beyond along Dublin Road. The junction is currently a roundabout layout.

View 16a: As Proposed

Figure 17.2.16.2 shows the proposed view from Dublin Road at the junction with Shanganagh Road / Corbawn Lane, looking north-west. The primary change is the conversion of the roundabout to a signalised junction with new pedestrian crossing facilities and signal-controlled priority for buses. There is land take from the church grounds with a setting back of the boundary features and loss of a single tree. New trees are provided within the church grounds which provides an enhancement of the streetscape and view. There is a positive change to the visual amenity.

#### 17.5.2.1.15 Photomontage View 17: Dublin Road at St Anne's Resource Centre

View 17: Existing

Figure 17.2.17.1 shows the existing view from Dublin Road at St Anne's Resource Centre, looking north. The view looks across the road towards the boundary of the resource centre and an adjacent residential property, which is defined by a row of tall mature trees. The road is well enclosed by mature trees to each side.

View 17: As Proposed

Figure 17.2.17.2 shows the proposed view from Dublin Road at St Anne's Resource Centre, looking north. The primary change is the widening of the road to the right (east) side of the road, with associated removal of mature trees and setting back of boundaries including provision of replacement hedge. Replacement tree planting is provided within the residential property which will reduce negative impacts over the long-term. There is a negative change to the visual amenity of the view which will become neutral over time as planting matures.

#### 17.5.2.1.16 Photomontage View 18: Stonebridge Road at St. Anne's National School

##### View 18: Existing

Figure 17.2.18.1 shows the existing view from Stonebridge Road at the entrance to St. Anne's National School, looking east. The view is framed to the left by a row of tall mature trees with dense undergrowth which forms part of an adjacent residential development site and is currently screened from the road by construction fencing. Residential properties border the road to the right.

##### View 18: As Proposed

Figure 17.2.18.2 shows the proposed view from Stonebridge Road at the entrance to St. Anne's National School, looking east. The primary change is the introduction of a new cycle track and footpath within the adjacent development site / under the mature trees. The mature trees are retained and the undergrowth is shown as cleared to improve visibility. There would be no change to the visual amenity of the view.

#### 17.5.2.1.17 Photomontage View 19: Stonebridge Road at Historic Railway Bridge

##### View 19: Existing

Figure 17.2.19.1 shows the existing view from Stonebridge Road at the historic railway bridge, looking east. The bridge, which crosses the alignment of a dismantled railway line, forms the centre of the view. Constriction fencing is currently present to the left of the road between an area of trees and the road. The view is well enclosed by mature trees to each side of the road and bridge.

##### View 19: As Proposed

Figure 17.2.19.2 shows the proposed view from Stonebridge Road at the historic railway bridge, looking east. The primary change to the view is the removal of mature trees to the north-east side of the bridge, and the provision of a new cycle track and footpath in the adjacent development site to the left (north) side of the road. There is a neutral change to the visual amenity of the view.

#### 17.5.2.1.18 Photomontage View 22: Dublin Road at Kentfield

##### View 22: Existing

Figure 17.2.20.1 shows the existing view from Dublin Road at Kentfield, looking north. The view is framed by a low stone wall, fence and garden vegetation to the front gardens of adjacent residential properties to the left, and by a granite wall and group of mature trees to the right.

##### View 22: As Proposed

Figure 17.2.20.2 shows the proposed view from Dublin Road at Kentfield, looking north. The primary change to the view is the widening of the road to the left (west) side, resulting in land take and loss of garden vegetation from the adjacent residential properties. The garden's boundary and vegetation is reinstated, including some tree planting. Two bus shelters are introduced to the streetscape. There is a small negative change to the visual amenity.

#### 17.5.2.1.19 Photomontage Views 23a and 24a: Entrance to University College Dublin

##### Views 23a and 24a: Existing

Figures 17.2.21.1 and 17.2.22.1 show the existing views at the entrance to UCD from the R138 Stillorgan Road. The character of the views is one of entrance road infrastructure and landscape areas with well-established planting within the grounds of UCD, including a number of mature trees.

#### Views 23a and 24a: As Proposed

Figures 17.2.21.2 and 17.2.22.2 show the proposed view at the entrance to UCD. The views are substantially changed, with the provision of a new bus interchange and resulting removal of landscape areas and trees. The proposed interchange buildings are of a high architectural standard and there is provision of replacement tree planting as well as an appropriate urban realm. The change is substantial but there is a neutral change to the visual amenity of the views.

#### 17.5.2.1.20 Photomontage View 24b: Donnybrook Road at The Crescent

##### View 24b: Existing

Figure 17.2.23.1 shows the existing view from Donnybrook Road at The Crescent, looking north-west. The road is bounded by commercial properties within central Donnybrook, which have paved frontages including parking areas. There are some prominent mature street trees along the road in the middle distance, but areas in the foreground are devoid of vegetation.

##### View 24b: As Proposed

Figure 17.2.23.2 shows the proposed view from Donnybrook Road at The Crescent, looking north-west. The primary changes are to the road arrangement, however, an area of car parking to the right (north) side of the road is removed and replaced with urban realm enhancements, including new tree planting which helps to green the streetscape. There is a positive change to visual amenity.

#### 17.5.2.1.21 Photomontage View 25: Morehampton Road at Argyle Square

##### View 25: Existing

Figure 17.2.24.1 shows the existing view from Morehampton Road at Argyle Square, looking north-west. The view is framed by commercial properties on the left and by residential, two-storey properties on the right. There are a number of prominent mature street trees to both sides of the road. Car parking bays line the road on each side.

##### View 25: As Proposed

Figure 17.2.24.2 shows the proposed view from Morehampton Road at Argyle Square, looking north-west. The primary change is the removal of a large mature street tree in the midground on the right (north-east) side of the road. However, two new street trees are provided in a nearby location which will reduce the negative effects over the long-term. The parking bays are removed from each side of the road to allow provision of cycle tracks. There is a negative change to the visual amenity.

#### 17.5.2.1.22 Photomontage View 28: Leeson Street Upper at Appian Way

##### View 28: Existing

Figure 17.2.25.1 shows the existing view from Leeson Street Upper at Appian Way, looking north. The view is of a wide road passing through a historic residential neighbourhood composed of large residential properties with extensive front gardens containing established garden vegetation including mature trees. There are also a number of large mature street trees to each side of the road.

##### View 28: As Proposed

Figure 17.2.25.2 shows the proposed view from Leeson Street Upper at Appian Way, looking north. The primary change to the view is the removal of four large mature street trees to the right (east) side of the road and single mature tree to the left of the road. There is a notable negative change to the view.

## 17.6 Residual Impacts

### 17.6.1 Construction Phase

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

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
<b>Section 1: Leeson Street to Donnybrook (Anglesea Junction)</b> For proposed changes see Section 17.4.3.1.1		Very High	Medium / High	Negative Moderate / Significant Temporary / Short-Term
<b>Section 2: Donnybrook (Anglesea Road Junction) to Loughlinstown Roundabout</b> For proposed changes see Section 17.4.3.1.2		Low / Medium	Medium	Negative Moderate Temporary / Short-Term
<b>Section 3: Loughlinstown Roundabout to Wilford Roundabout</b> For proposed changes see Section 17.4.3.1.3		Very High	Very High	Negative Very Significant / Profound Temporary / Short-Term
<b>Section 4: Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)</b> For proposed changes see Section 17.4.3.1.4		High	Medium / High	Negative Significant Temporary / Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
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	Negative Moderate Temporary / Short-Term
Residential Conservation Areas	For proposed changes see Section 17.4.3.2.3	Very High	Medium	Negative Moderate Temporary / Short-Term
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Short-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.3.2.4	Very High	Very High	Negative Significant Permanent
	<b>Other Protected Structures</b> For proposed changes see Section 17.4.3.2.4	Very High	High	Negative Significant / Very Significant Temporary / Short-Term
Amenity Designations	For proposed changes see Section 17.4.3.2.5	Medium / High	High	Negative Significant Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
TPOs / Tree Preservation Objectives	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.3.2.6	Very High	Very High	Negative Very Significant Short-Term
Preserved Views / Scenic Views etc.	For proposed changes see Section 17.4.3.2.7	High	Medium	Negative Moderate Temporary / Short-Term
Properties	<b>Part of residential property with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	High	Very High	Negative Very Significant Short-Term
	<b>Non-residential properties with land acquisition during construction</b> For proposed changes see Section 17.4.3.2.8	Medium / High	High	Negative Moderate / Significant Temporary / Short-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.3.2.8	Medium / High	Medium	Negative Moderate Temporary / Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.3.2.9	High	High / Very High	Negative Very Significant Short-Term

## 17.6.2 Operational Phase

Residual landscape / townscape and visual impacts during the Operational Phase are further influenced by the ongoing development, establishment and maturing of landscape / townscape and visual measures, as described in Section 17.5.2. A summary of significant 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 Operational Phase Significant Residual Effect (Moderate or Higher)**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
<b>Section 3: Loughlinstown Roundabout to Wilford Roundabout</b> For proposed changes see Section 17.4.4.1.3		Very High	Very High	Negative Moderate Long-Term
<b>Section 4: Bray North to Bray South (Wilford Roundabout to Fran O'Toole Bridge)</b> For proposed changes see Section 17.4.4.1.4		High	Medium / High	Positive Moderate Long-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
Protected Structures	<b>Woodbrook Side Lodge</b> For proposed changes see Section 17.4.4.2.4	Very High	High	Negative Moderate Long-Term
	<b>Woodbrook Side Lodge (Non-rebuild Scenario)</b> For proposed changes see Section 17.4.4.2.4	Very High	Very High	Negative Significant Permanent
TPOs / Tree Protection Objectives	<b>Tree Preservation Objectives</b> For proposed changes see Section 17.4.4.2.6	Very High	High	Negative Significant Long-Term
Amenity Designations	For proposed changes see Section 17.4.4.2.5	Medium / High	High	Neutral Moderate Long-term



Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance & Quality of Townscape / Streetscape / Visual Effects / Impacts
Properties	<b>Part of residential property in permanent and/or temporary acquisition</b> For proposed changes see Section 17.4.4.2.8	High	Very High	Negative Moderate Long-Term
	<b>Non-residential properties included in permanent acquisition</b> For proposed changes see Section 17.4.4.2.8	High	Medium / High	Negative Moderate Long-Term
	<b>Other residential and non-residential properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes see Section 17.4.4.2.8	Medium / High	Medium	Neutral Moderate Long-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	High	High / Very High	Negative Moderate / Significant 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 feasible along the Proposed Scheme.

In the Operational Phase residual effects will remain for Section 3, for properties experiencing permanent land acquisition, for the impacts on trees including for Tree Preservation Orders and Objectives. There will be positive long-term effects for sections of streetscape most notable for areas in Donnybrook and Bray. The Proposed Scheme will also provide for a reduction in the car-centric design of the townscape with an enhanced experience for pedestrians and cyclists through measures such as provision of raised crossing points to side junctions, paving schemes which indicate pedestrian priority and aid in reducing traffic speeds, and shorter or more direct crossing points at junctions.

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## **Directives and Regulations**

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

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