The background is a vibrant yellow. It is decorated with several abstract geometric shapes in shades of blue and teal. These include circles, semi-circles, and rounded rectangular shapes. Some of these shapes have white circular cutouts. The shapes are scattered across the page, with some appearing in the corners and others in the middle. The overall style is modern and graphic.

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

## Contents

<b>17. Landscape (Townscape) &amp; Visual .....</b>	<b>1</b>
17.1 Introduction .....	1
17.2 Methodology .....	1
17.2.1 Study Area .....	1
17.2.2 Relevant Legislation, Policy and Guidelines .....	2
17.2.3 Data Collection and Collation .....	3
17.2.4 Appraisal Method for the Assessment of Impacts .....	4
17.3 Baseline Environment.....	13
17.3.1 City Context .....	13
17.3.2 Overview of Route of the Proposed Scheme .....	14
17.3.3 Landscape, Townscape and Visual Planning Policy .....	14
17.3.4 Townscape / Streetscape Character .....	16
17.4 Potential Impacts .....	21
17.4.1 Characteristics of the Proposed Scheme .....	21
17.4.2 'Do Nothing' Scenario.....	28
17.4.3 Construction Phase .....	28
17.4.4 Operational Phase .....	42
17.5 Mitigation and Monitoring Measures .....	52
17.5.1 Construction Phase .....	52
17.5.2 Operational Phase .....	57
17.6 Residual Impacts .....	68
17.6.1 Construction Phase .....	68
17.6.2 Operational Phase .....	70
17.7 Conclusion .....	72
17.8 References .....	73

## **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 Ballymun / Finglas to City Centre Core Bus Corridor Scheme (hereafter referred to as the Proposed Scheme).

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

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

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

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

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

### **17.2 Methodology**

#### **17.2.1 Study Area**

The Proposed Scheme will be approximately 11km in length and will be comprised of two main alignments in terms of the route it will follow, from Ballymun to the City Centre (the Ballymun Section) and from Finglas to Phibsborough (the Finglas Section).

The Ballymun Section of the Proposed Scheme will commence on R108 Ballymun Road at its junction with St. Margaret's Road, just south of M50 Motorway Junction 4, and will be routed along the R108 on Ballymun Road, St. Mobhi Road, Botanic Road, Prospect Road, Phibsborough Road, Constitution Hill and R132 Church Street as far as R148 Arran Quay at the River Liffey on the western edge of Dublin City Centre. A complementary cycle route along quiet streets is proposed along Royal Canal Bank in Phibsborough, which will extend southwards from the Royal Canal to Western Way, parallel a short distance to the east of R108 Phibsborough Road, and also through the Markets Area at the southern end of the Proposed Scheme.

The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough, where it will join the Ballymun Section of the Proposed Scheme.

Urban realm works will be undertaken at key locations with higher quality materials, planting and street furniture provided. Examples of this include the proposed works at Glasnevin Village, Broadstone Pocket Park and the entrance to Clearwater Shopping Centre.

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

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

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

This 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 (hereafter referred to as the Environmental Impact Assessment (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 Council (DCC) Dublin City Development Plan 2016 - 2022 (DCC 2016a);
- Dublin City Tree Strategy 2016 - 2020 (DCC 2016b);
- Dublin City Parks Strategy 2019 - 2022 (DCC 2019);
- Fingal County Council (FCC) Fingal Development Plan 2017 – 2023 (FCC 2017);
- Department of Transport (DoT) National Cycle Policy Framework (DoT 2009); and
- National Transport Authority (NTA) Greater Dublin Area Cycle Network Plan (NTA 2013).

### **17.2.2.3 Guidelines**

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

While the EPA Guidelines provide a general methodology, impact ratings and assessment structure applicable across all environmental assessments, the GLVIA provides specific guidance for landscape and visual impact assessments. The TCA 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 and in the GLVIA, supported by the TCA 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'* (Council of Europe 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 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 ODPW 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'* (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'* (Landscape Institute 2018).

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

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

#### 17.2.3 Data Collection and Collation

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

- Dublin City Development Plan 2016 - 2022 (DCC 2016a);
- Fingal Development Plan 2017 - 2023 (FCC 2017);
- Dublin Airport Local Area Plan 2020 (FCC 2020);
- Dublin City Tree Strategy 2016 - 2020 (DCC 2016b);
- Dublin City Parks Strategy 2019 - 2022 (DCC 2019);
- Historical and current mapping and aerial photography (e.g. Ordnance Survey Ireland (OSI), Google Earth, Google Maps);
- Mapping of the Proposed Scheme;
- General Arrangement Drawings (BCIDD-ROT-ENV\_LA-0304\_XX\_00-DR-LL-9001 in Volume 3 of this EIAR), including chainages referenced throughout this Chapter;
- Other reports and documents relating to the baseline environment, including other chapters of this EIAR and in particular, Chapter 4 (Proposed Scheme Description), Chapter 5 (Construction), Chapter 12 (Biodiversity), Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage);
- Review of baseline information, including road infrastructure audits, arborist survey and impact assessment reports and drone survey imagery; and
- Review of contextual information relating to the development of the Proposed Scheme - Urban Realm Concept Designs (NTA 2020).

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

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

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

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

**Table 17.1: Publicly Available Datasets**

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

## 17.2.4 Appraisal Method for the Assessment of Impacts

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

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

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

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

'Street' is defined as:

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

- *circulation, for vehicles and pedestrians*
- *access to buildings, and the provision of light and ventilation for buildings*
- *a route for utilities*
- *storage space, especially for vehicles*
- *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).

*'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 (DoT 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 baseline environment of the townscape resource; and
- Describing and classifying the magnitude of change in the townscape resulting from the Proposed Scheme.

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

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

The sensitivity of the townscape is a function of its existing land use, patterns and scale, enclosure, visual characteristics and value. The nature and scale of the Proposed Scheme is taken into account, as are trends of change (i.e. on-going 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**

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

17.2.4.2.3 Methodology for Assessment of Significance of Effects

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

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

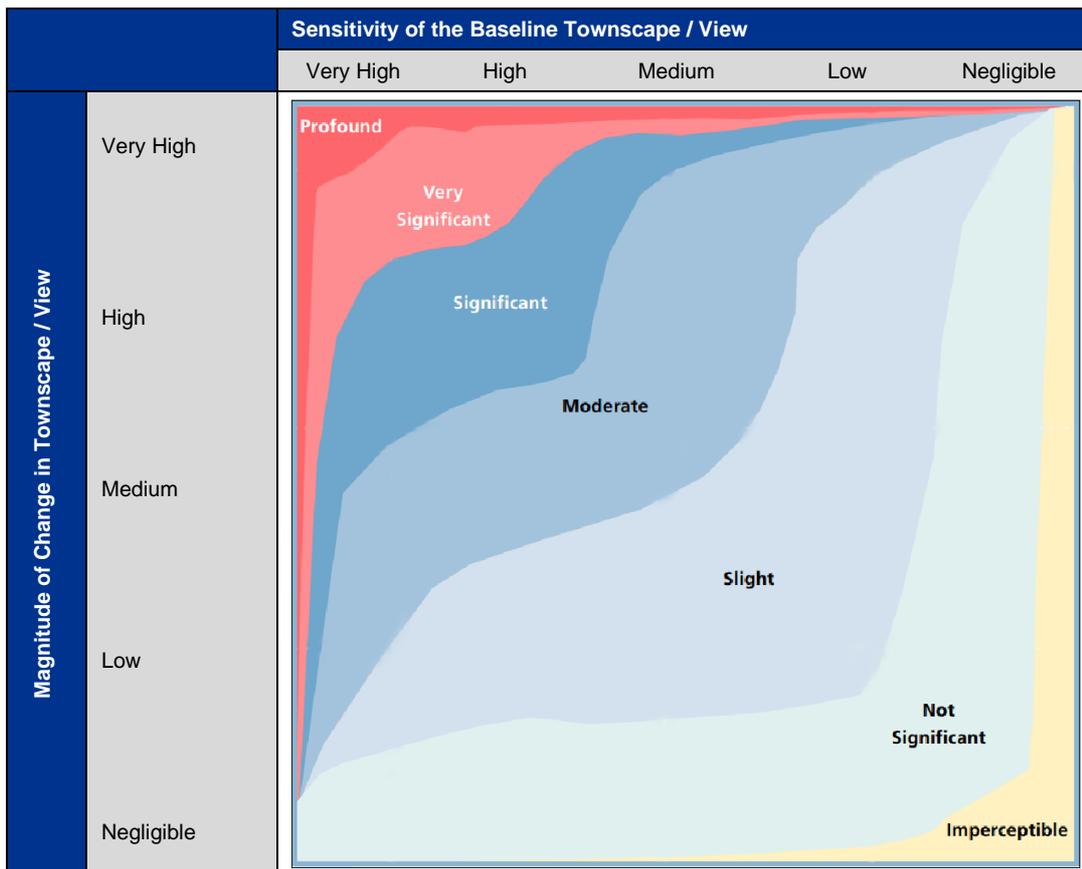


Diagram 17.1: Guide to Classification of Significance of Townscape and Visual Impacts; as Adapted from EPA Guidelines (EPA 2022)

17.2.4.2.4 Quality, Duration and Frequency of Landscape and Visual Effects

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

17.2.4.2.5 Geographical Extents of Townscape and Visual Effects

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

17.2.4.2.6 Significance and Quality of Landscape and Visual Effects

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

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

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

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

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

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

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

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

Viewpoint sensitivity is a function of two main factors:

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

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

**Table 17.4: Categories of Viewpoint / Visual Receptor Sensitivity**

Sensitivity	Description
Very High	Views or viewpoints (views towards or from a townscape feature or area) that are recognised in policy or otherwise designated as being of national value. Designed views which may be from or be directed towards a recognised heritage asset or other important designated feature, where a key management objective for the view is its protection from change. Visual receptors using national trails or nationally recognised public rights of way. Views recognised in art or literature may also be of very high value. The principal management objective for the view is its protection from 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.

#### 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, 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 1 year in duration) but have reasonable potential to extend beyond this duration due to unplanned schedule slippage, effects are described as Temporary / Short-Term. Also, it should be noted, in some cases, where a townscape section is described as experiencing a Temporary / Short-Term effect, this can result from sequential construction along the length of the section, and localised streetscape / visual receptors within that section may only experience temporary effects.

#### 17.2.4.7 Presentation of Operational Effects

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

The Operational Phase effects are presented as follows:

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

#### 17.2.4.8 Photomontage Methodology

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

#### 17.2.4.8.2 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.

#### 17.2.4.8.3 Camera and Camera Set-Up

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

#### 17.2.4.8.4 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. A 24mm prime lens has been used for all views. 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.

#### 17.2.4.8.5 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.

#### 17.2.4.8.6 3D Modelling and Camera Matching

#### 17.2.4.8.7 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.

#### 17.2.4.8.8 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.

#### 17.2.4.8.9 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 approximately 10 to 15 years post completion of construction.

#### 17.2.4.8.10 Presentation and Viewing

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

## 17.3 Baseline Environment

### 17.3.1 City Context

The Proposed Scheme will be located in the north of Dublin City. The Ballymun Section of the Proposed Scheme will run south along R108 Ballymun Road from its junction with St. Margaret's Road, north of Ballymun District Centre. The Proposed Scheme will continue south through Glasnevin, Phibsborough and Broadstone to R132 Church Street before it will terminate at the junction with R148 Arran Quay.

The Finglas Section of the Proposed Scheme will run south along R135 Finglas Road from its junction with R104 St. Margaret's Road, north of Finglas Village and will join the Ballymun Section at Hart's Corner, north of the Royal Canal.

The Proposed Scheme is divided into seven sections:

- Section 1: Ballymun Road from St. Margaret's Road to Griffith Avenue;
- Section 2: St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- Section 3: Prospect Road and Phibsborough Road from Hart's Corner to Western Way;
- Section 4: Constitution Hill and Church Street to Arran Quay;
- Section 5: Finglas Road from St. Margaret's Road to Wellmount Road;
- Section 6: Finglas Road from Wellmount Road to Ballyboggan Road; and
- Section 7: Finglas Road from Ballyboggan Road to Hart's Corner.

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).

#### 17.3.1.1 Townscape Character Areas

For the purposes of the landscape and visual assessment, where the seven sub-sections listed in Section 17.3.1 are not homogenous in townscape character, they have been sub-divided into areas of similar townscape / streetscape character, as follows:

- Ballymun Road from St Margaret's Road to Griffith Avenue:
  - Ballymun Road from St Margaret's Road to south of Ballymun District Centre (Gateway Avenue); and
  - Ballymun Road from south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue.

- St Mobhi Road and Botanic Road, from Griffith Avenue to Hart's Corner;
- Prospect Road, Phibsborough Road from Hart's Corner to Western Way;
- Constitution Hill and Church Street to Arran Quay; and
- Finglas Road from St. Margaret's Road to Hart's Corner:
  - Finglas Road from St. Margaret's Road to Tolka Valley Road; and
  - Finglas Road from Tolka Valley Road to Hart's Corner (to tie-in to Ballymun Section of Proposed Scheme).

### **17.3.2 Overview of Route of the Proposed Scheme**

The Proposed Scheme will be approximately 11km in length. In doing so, the Proposed Scheme will run from the outer city suburbs around Ballymun and Finglas, through the established outer city suburb of Glasnevin and through (or by) the inner city suburbs of Phibsborough, Broadstone, Grangegorman and Smithfield. Both sections of the Proposed Scheme will commence in outer residential and mixed-use city suburbs and will follow major dual carriageway road corridors (i.e. R108 Ballymun Road and R135 Finglas Road), through more established outer and inner residential suburbs (e.g. Glasnevin, Phibsborough, Broadstone) to the mixed-use urban streetscape of the Constitution Hill / Smithfield / Four Courts area of Dublin 7, located to the west of the City Centre.

The Ballymun Section of the Proposed Scheme will pass west of Dublin City University (DCU) / Albert College Park (Hampstead Park) and the grounds of CLG Na Fianna, Home Farm Football Club and Whitehall College of Further Education. The Ballymun Section will cross the tree-lined avenue of R102 Griffith Avenue and the landscape corridor of the River Tolka in Glasnevin, and the Royal Canal and adjoining railway corridor, north of Phibsborough. The Ballymun Section of the Proposed Scheme will also involve works along Ballymun Road Lower leading to Glasnevin Hill and Botanic Road, which will take the route past the Botanic Gardens, through Glasnevin Village and past Met Éireann. The Ballymun Section will also pass by the Phibsborough District Retail Centre, will cross the R101 North Circular Road, east of Broadstone Rail Station and the Technological University Dublin (TUD) City Campus at Grangegorman and east of King's Inns Park (Law Library) before it will follow R132 Church Street south to R148 Arran Quay at the River Liffey.

The Finglas Section of the Proposed Scheme will commence on the R135 Finglas Road at the junction with R104 St. Margaret's Road and will be routed along the R135 Finglas Road as far as Hart's Corner in Phibsborough where it will join the Ballymun Section of the Proposed Scheme from Hart's Corner to R148 Arran Quay. Priority for buses will be provided along the entire route, consisting of dedicated bus lanes in both directions. Continuous segregated cycle tracks will be provided from the Church Street Junction in Finglas to Hart's Corner. The Finglas Section of the Proposed Scheme will cross the River Tolka west of Glasnevin (Prospect) Cemetery and will follow the R135 Finglas Road along the southern boundary wall of the Cemetery.

The Proposed Scheme will also involve works along the Royal Canal Bank, around Phibsboro (Phibsborough) Library and past Blessington Basin to Constitution Hill, as well as minor works along a short section of R804 King Street North. A Quiet Street Treatment is proposed to Coleraine Street, Linenhall Street, King Street North, Anne Street North, George's Hill, St. Michan's Street, Ormond Square and Charles Street with very minor changes to signalling, signage and road markings.

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

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

Landscape, townscape and visual planning policy is set out in the following 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 Fingal Development Plan 2017 - 2023

The Fingal Development Plan 2017 – 2023 (FCC 2017) is the higher county level planning framework applicable to the area around the St. Margaret's Road / Ballymun Road Junction, at the northern end of the Ballymun Section of the Proposed Scheme.

This is a very short section of the Proposed Scheme and there are no landscape, townscape and visual references or sensitivities at this location.

### 17.3.3.2 Dublin City Development Plan 2016 - 2022

The Dublin City Development Plan 2016 – 2022 (hereafter referred to as the DCDP) (DCC 2016a) is the higher county level planning framework applicable to the majority of the Proposed Scheme.

Chapter 8 of the DCDP sets out policies relating to the provision of sustainable transport infrastructure (DCC2016a). Relevant policies include:

- Policy MTO9 – This aims '*To develop, within the lifetime of this plan, the Strategic Cycle Network for Dublin city - connecting key city centre destinations to the wider city and the national cycle network, and to implement the NTA's Greater Dublin Area Cycle Network Plan to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives*'; and
- Policy MTO10 – This aims '*To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible*'.

Chapter 10 Green Infrastructure, Open Space and Recreation sets out policies in relation to the provision, importance, protection and enhancement of green infrastructure, landscape, parks and open spaces, rivers, canals and the coastline, biodiversity, trees and sport, recreation and play within the city. TUD Grangegorman is identified as a key space on Figure 3 of the DCDP. The strategic green network as indicated on Figure 14 of the DCDP highlights the River Tolka and the Royal Canal as blue / green corridors. Figure 15 of the DCDP identifies the corridor of the former Blessington Street Canal spur as a proposed green route. DCC has also prepared separate overarching strategies for the protection, management and improvement of trees (DCC 2016b) and parks (DCC 2019) within the city.

Chapter 11 Built Heritage and Culture sets out policies relating to preservation, protection and improvement of built heritage, protected structures (Record of Protected Structures (RPS)), Architectural Conservation Areas (ACA) and Conservation Areas, trees in ACAs, zones of archaeological interest and industrial heritage, monuments and Dublin's cultural assets. There are a number of sites, buildings and features of historic and heritage interest located along the corridor of the Proposed Scheme, including one ACA at De Courcy Square / Prospect Square / St. Teresa's at Prospect Avenue (Prospect Square / De Courcy Square and Environs ACA) and a second at the junction of R108 Phibsborough Road and R101 North Circular Road (Phibsborough Centre ACA). Conservation Areas are located along the River Tolka and the Royal Canal, and at Blessington Basin, Broadstone and King's Inns at Constitution Hill, at Smithfield and along R148 Arran Quay (Liffey Quays). There are a number of residential Conservation Areas and protected structures distributed along the Proposed Scheme route. 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) of this EIAR, respectively.

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

- Objective Z1: '*To protect, provide and improve residential amenities*';
- Objective Z4: '*To provide for and improve mixed-services facilities*' (Ballymun District Centre, Finglas District Centre and Phibsborough);
- Objective Z5: '*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity*'; and
- Objective Z9: '*To preserve, provide and improve recreational amenity and open space and green networks*', (e.g. Hampstead Park, DCU Sports Campus, River Tolka, Mellows Park, Glasnevin

(Prospect) Cemetery, Claremont Lawns, Royal Canal Corridor, Blessington Street Basin and former canal spur, and King's Inns Park).

Other land use zonings include:

- Objective Z2: 'To protect and / or improve the amenities of residential conservation areas', (e.g. various sections through Glasnevin and Phibsborough);
- Objective Z3: 'To provide for and improve neighbourhood facilities' (e.g. Glasnevin Hill, Prospect Road);
- Objective Z6: 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (e.g. Dublin Industrial Estate);
- Objective Z8: 'To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective' (e.g. Four Courts and surrounding area);
- Objective Z10: 'To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses, with residential the predominant use in suburban locations, and office / retail / residential the predominant uses in inner city areas' (e.g. Broadstone); and
- Objective Z15: 'To protect and provide for institutional and community uses' (e.g. Trinity Comprehensive School, Scoil an tSeachtar Laoch and City of Dublin Education and Training Board (CDETB) Ballymun, St. Michael's Glasnevin, Bon Secours Hospital Glasnevin, and Scoil Chaitríona / Scoil Mobhí / Whitehall College of Further Education (CLG Na Fianna and Home Farm Football Club Sports Grounds) Glasnevin).

### 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 Figure 17.1 in Volume 3 of this EIAR. Protected structures are generally described within groups (e.g. a number of buildings lining a road), but are noted individually where they form unique and prominent features in the townscape or streetscape, or form a less noticeable but intrinsic part of the fabric of the streetscape. Refer to Chapter 15 (Archaeological & Cultural Heritage) and Chapter 16 (Architectural Heritage) of this EIAR for full details and definitions of protected structures.

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

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
<b>Ballymun Road from St. Margaret's Road to Griffith Avenue</b>		
Ballymun Road from St. Margaret's Road to South District Centre (Gateway Avenue).	<p><b>Townscape Character:</b> Outer predominantly two-storey residential suburb, including evolving urban centre with taller landmark buildings and urban parks. Some more established and emerging areas, with additional large areas of open / undeveloped ground, older poorer quality buildings. Area has experienced and continues to experience significant regeneration over recent decades.</p> <p>The townscape is strongly influenced by the road corridor, and areas of undeveloped land or poor-quality historic development. The townscape benefits from the presence of street trees although these are recently established / small scale. Susceptibility to the Proposed Scheme Proposed Scheme is low.</p> <p><b>Streetscape Character:</b> Significant dual carriageway road corridor with recent and emerging urban-scale development with taller landmark buildings through district / town centre. More open and undeveloped to north.</p> <p><b>Key Townscape Features:</b> Emerging urban centre with tall landmark buildings – some open and undeveloped lands centred on major dual carriageway road corridor.</p> <p><b>Amenity Designations:</b> None.</p> <p><b>Tree Preservation Order (TPO):</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> None. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Urban centre with plaza, park and young tree planting. Taller buildings are significant visual landmarks as is the feature chimney / tower at the former boiler house</p>	Low

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
<p>Ballymun Road from South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue.</p>	<p>(now Rediscovery Education Centre). Young tree planting in median through urban centre. Mature trees around St. Pappin's Centre.</p> <p><b>Townscape Character:</b> Outer city suburbs. Established residential throughout. The townscape has elements and characteristics likely to be perceived as high value including adjoining areas of open space with prominent mature trees. Architecture and streetscape are of a moderate standard, including regular street trees. Front gardens are generally well planted with defined boundaries, despite the frequent conversion to accommodate household parking. The road corridor is softened by street trees and trees in adjacent areas and has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is medium.</p> <p><b>Streetscape Character:</b> Major dual carriageway road corridor. Primarily two-storey semi-detached residential development to either side with mature gardens from the road. Limited infill apartment development.</p> <p>Areas of educational / institutional / open space uses, including Trinity Comprehensive School, Scoil an tSeachtar Laoch, CDETB Centre, Ballymun Library, Setanta GAA Club, Riversdale Sports Club, Our Lady of Victories Catholic Church, Our Lady of Victories Boys' / Girls' and Infants Schools, DCU Campus, Albert College Park and DCU Sports Campus / St. Clare's Nursing Home.</p> <p>Strong tree-line corridor – with fine mature tree avenue and boundaries in Albert Park. Mature trees along Albert College residential estate, around Westfield House and in grounds of St. Michael's House. Sections of young median tree planting along Ballymun Road.</p> <p><b>Key Townscape Features:</b> Major dual carriageway road corridor, with strong tree planting on boundaries and some in median. Residential road boundary with educational, institutional, and open space uses.</p> <p><b>Amenity Designations:</b> Major open space / public park at Albert College (Hampstead) Park. Recreational open space at DCU Sports Campus / St. Clare's Nursing Home. Open space along roadside at boundary with Albert College residential estate. Residential Conservation Area at Hampstead Avenue.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> No. 3508 Cuilín House, Albert Cottages and outbuildings (within Albert College Park). No. 3510 Hampstead House. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Mature trees are an important visual feature along sections of the road corridor, particularly at Albert College Park, which is also a significant public park.</p>	<p>Medium</p>
<p><b>St. Mobhi Road and Botanic Road, from Griffith Avenue to Hart's Corner</b></p>		
<p>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner.</p>	<p><b>Townscape Character:</b> Outer city suburbs, centred on the outer suburban village of Glasnevin with Botanic Gardens to the west. Established residential throughout, often of high visual quality, some modern infill development.</p> <p>The townscape has many elements and characteristics likely to be perceived as high value including prominent mature trees and heritage buildings. Architecture and streetscape are of a generally good standard and mature street trees strongly define the character. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is high.</p> <p><b>Streetscape Character:</b> Major suburban streets, often lined with trees in grass verges. Primarily two-storey and two-storey over basement, semi-detached and terraced residential properties of brick, part-brick or render finish, with mature front gardens bound by a complementary range of historic boundaries of stone, render and railing details.</p> <p>Some major areas of educational / institutional / open space uses, including Bon Secours Hospital, Scoil Chaitríona, Scoil Mobhí, Whitehall College of Further Education and CLG Na Fianna and Home Farm Football Club sports clubs / grounds. Small local retail uses at junction of Ballymun Road / St. Mobhi Road, Glasnevin Hill, Botanic Road / Botanic Avenue and Botanic Road / Finglas Road Junction.</p> <p>The National Botanic Gardens, which are bounded by a fine stone wall backed by mature trees, are located to the west of Botanic Road at Glasnevin. Met Éireann Glasnevin, Our Lady of Dolours Church Glasnevin, and the former Player's Factory and boundary railing on Botanic Road are prominent local landmark features.</p> <p>Prominent gradient from north to south into River Tolka Valley – especially at Glasnevin Hill.</p> <p><b>Key Townscape Features:</b> Established outer suburban village, semi-detached and terraced houses with mature front gardens, Botanic Gardens, boundary stone wall,</p>	<p>High / Very High</p>

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
	<p>mature trees, major tree-line residential streets, tree-line River Tolka Valley, local landmark buildings, and established institutions sports facilities.</p> <p>Some short sections of historic and modern granite kerbing (e.g. Ballymun Road, Botanic Road). Limited number of historic light standards.</p> <p><b>Amenity Designations:</b> Nationally important Botanic Gardens, open space, with railings at junction of Ballymun Road and St. Mobhi Road; open space verges (with street trees) along St. Mobhi Road, Griffith Avenue; crosses River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge ( St. Mobhi Road).</p> <p>Prospect Square / De Courcy Square and Environs ACA (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Conservation Area at Botanic Gardens and River Tolka Valley.</p> <p>Residential Conservation Areas at St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> No. 854 Botanic House, No. 855 former Player's Factory: granite facade, including railings, gate, piers, plinth walls and red brick chimneystack. Various structures / buildings with the Botanic Gardens. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Mature street trees in grass verges are an important visual feature along many sections of the road corridor. Feature pine tree on corner of St. Mobhi Road / Fairfield Road.</p> <p>Key views along tree-lined streetscapes, along River Tolka from bridges, through Glasnevin Village and along boundary of Botanic Gardens.</p>	
<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b>		
<p>Prospect Road, Phibsborough Road from Hart's Corner to Western Way.</p>	<p><b>Townscape Character:</b> Inner city suburbs. Primarily residential with local retail, office and other mixed uses.</p> <p><b>Streetscape Character:</b> Major inner city suburb / outer City Centre single carriageway road with fronting mix of commercial, office and some residential development. Significant district retail centre at Phibsborough.</p> <p>Will cross Dublin to Sligo Railway north of Royal Canal (Prospect Road), and will cross the Royal Canal via Cross Guns Bridge beside 5<sup>th</sup> Lock at Prospect Road / Phibsborough Road.</p> <p>Significant tree planting at Phibsborough Fire Station, at Broadstone / Western Way Junction, in King's Inns Park (including The Hungry Tree) and fronting Constitution Hill Flats. Significant tree planting also to either side of North Circular Road in corridor (park) of former Blessington Canal spur / Phibsboro Library. Otherwise tree planting limited to along Royal Canal corridor and street tree planting on northern end of Phibsborough Road. Volunteer Monument located along south side of North Circular Road at crossing of former Blessington Canal spur.</p> <p>The townscape has many elements and characteristics likely to be perceived as high value including prominent heritage buildings, and the Blessington Canal spur public open space. Architecture and streetscape are of a generally good standard. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Proposed Scheme is high.</p> <p><b>Key Townscape Features:</b> Major outer City Centre urban street with mixed uses. Royal Canal Corridor. Terraces of residential properties at Broadstone. Broadstone Station, King's Inns and King's Inns Park. Corridor of former Blessington Canal spur / Blessington Basin Park.</p> <p><b>Amenity Designations:</b> Open space at Royal Canal, former Blessington Canal spur (Royal Canal Bank) / Blessington Basin Park, Broadstone and King's Inns Park.</p> <p>Phibsborough Centre ACA ( Phibsborough Road / North Circular Road Junction). (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Conservation Areas at Royal Canal, Broadstone and King's Inn.</p> <p>Residential Conservation Areas at Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane); All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north of Broadstone.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None</p> <p><b>Protected Views:</b> None.</p>	<p>High</p>

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
	<p><b>Protected Structures:</b> No. 2097 Railings, gates of former St. Vincent's Orphanage on Prospect Road; No. 6732 Former Mill Cross Guns Quay Royal Canal; a number of structures at Phibsborough Road / North Circular Road Junction; No. 6731 Church of Ireland, All Saints Parish Church, Grangegorman, and the adjoining former old schoolhouse, Grangegorman Schools, including boundary walls and gates; Terraces of houses at Phibsborough Road / Royal Canal Terrace, Broadstone; No. 2029 Broadstone Station terminal building, Dublin Bus Phibsborough garage. Curtilage buildings and features; No. 2030 Lodge to Kings' Inns and No. 2031 King's Inns: Railings, boundary walls and gate piers. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Major inner city suburb / outer City Centre single carriageway road with fronting mix of commercial, office and some residential development. Significant district retail centre at Phibsborough. Former Blessington Canal spur is a major local amenity. Some sections of old and new granite kerbing (e.g. Phibsborough and Royal Canal Terrace), contemporary light standards. Fine brick terrace behind stone wall with granite coping (Royal Canal Terrace). Trees a feature along Constitution Hill and either side of North Circular Road at crossing of former Blessington Canal spur / Phibsboro (Phibsborough) Library.</p>	
<b>Constitution Hill and Church Street to Arran Quay</b>		
<p>Constitution Hill and Church Street to Arran Quay</p>	<p><b>Townscape Character:</b> City Centre. Mixed city uses.</p> <p>The townscape has some elements and characteristics likely to be perceived as high value including good quality architecture and historic buildings, and streetscape is of a generally good standard, including some prominent historic buildings with associated mature trees. Modern development is prominent through much of the area and is of mixed standard. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is medium.</p> <p><b>Streetscape Character:</b> Wide urban street predominantly of modern three, four, and five storey apartment and office development, interspersed with some original sections of streetscape, prominent church buildings and associated buildings, and a two-storey residential estate.</p> <p>Limited tree planting, with some trees in median along Church Street Upper, in Father Matthew Square footpath and on footpath north of the square. Prominent mature tree in footpath fronting Capuchin Friary.</p> <p><b>Key Townscape Features:</b> Wide redeveloped street, with modern office buildings, including The Bar Council of Ireland, to the south. Prominent church buildings and records office building, with wrought iron railings.</p> <p><b>Amenity Designations:</b> Conservation Area at Smithfield (Church Street) and River Liffey (Quays).</p> <p>Residential Conservation Area between on east side between Church Street and Beresford Street, includes small open space at Father Matthew Square.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None</p> <p><b>Protected Views:</b> East and West along the River Liffey.</p> <p><b>Protected Structures:</b> Number of structures along west side of Church Street, including, terrace to north of King Street North Junction, Memorial Hall, St. Mary of the Angels Church, Nos. 143 and 144, St. Michan's Church, and 1 Arran Quay. Coleraine House and Public Records Office on east side. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Some sections of new granite kerbing (e.g. at The Bar Council, at junction with Luas, and approaching Liffey Quays). Crosses Luas Red Line near southern end. Views south across Liffey to spire of St. John's Lane Church at southern end.</p>	<p>Medium</p>
<b>Finglas Road from St. Margaret's Road to Wellmount Road to Hart's Corner (to tie-in to Ballymun Section of Proposed Scheme)</b>		
<p>Finglas Road from St. Margaret's Road to Tolka Valley Road</p>	<p><b>Townscape Character:</b> Outer predominantly two-storey residential suburb, centred on outer city village of Finglas. Some large areas of retail and warehousing to north (e.g. Finglas / Jamestown Business Park).</p> <p>Architecture and streetscape are of generally medium or low standard. The road corridor is wide and generally has a strong influence on the townscape, although this is mitigated to an extent by frequent street tree planting and adjacent areas of tree planting / open space. A limited number of historic structures and open spaces add some value to the streetscape but otherwise there are few features likely to be considered of substantial value. Susceptibility to the Proposed Scheme is low.</p> <p><b>Streetscape Character:</b> Significant dual carriageway road corridor, initially enclosed in cutting with dense planting past Finglas Grade-separated Interchange. Emerging through Finglas Village with larger commercial sites, open spaces and tree planting in median and to either side. Wide open road corridor to south enclosed by generally 4 and</p>	<p>Low</p>

Proposed Scheme Character Areas	Baseline Description	Baseline Sensitivity
	<p>5-storey modern residential apartment blocks to either side (e.g. Prospect Hill, Premier Square), with some young tree planting.</p> <p><b>Key Townscape Features:</b> Traditional village with open spaces and strong tree planting, Range of mixed uses to either side. Modern residential apartment blocks. Mature tree planting in grounds of St. Canice's Church and St. Canice's Square, Rose Hill House and to either side of Finglas Road through Finglas Village.</p> <p><b>Amenity Designations:</b> Mellows Park, St. Canice's Square, open spaces in Finn Eber and along Finglas Road at Finglas Village and Erin's Isle GAA Grounds.</p> <p>Conservation Areas at Old St. Canice's Church Grounds, St. Canice's Square and Rosehill House.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> No. 8734 King William's Ramparts, No. 1554 St. Canice's Church of Ireland. Church, No. 1552 Ruined church, graveyard and stone cross (St. Canice's Square) Nos. 8729 / 8730 Barrack Lane (cottages) and No. 4849 Woodlands Lodge, all to west of road. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>No. 4851 St. Canice's Catholic Church, No. 4850 Rose Hill House to east of road.</p> <p><b>Other:</b> Tree planting within median and to either side of road through village area.</p>	
<p>Finglas Road from Tolka Valley Road to Hart'sHart's Corner (tie-in to Ballymun Section of Proposed Scheme)</p>	<p><b>Townscape Character:</b> Outer city suburbs. Mixed use, dominated by major cemetery.</p> <p><b>Streetscape Character:</b> Major road corridor, partly dual carriageway partly single carriageway. Wooded river valley (River Tolka). Enclosed to east by stone wall boundary of Glasnevin (Prospect) Cemetery. Retail, warehousing and residential estates with open spaces to west. Enclosed urban street section approaching Prospect Road at southern end.</p> <p>Residential areas primarily established two-storey developments with open spaces and strong tree planting (e.g. Violet Hill, Glasnevin Woods, The Willows, Clareville, Claremont). Large commercial area at Dublin Road Industrial Estate. Education / institutional uses at St. Vincent's School and grounds and Church of Jesus Christ of Latter-day Saints.</p> <p>Open spaces along Tolka Valley Park, Clareville Estate, Claremont Estate.</p> <p>Mature tree planting a prominent feature through Tolka Valley Park, within grounds of Glasnevin (Prospect) Cemetery, around grounds of Church of Jesus Christ of Latter-day Saints, within Claremont Estate and along some sections of carriageway median.</p> <p>The townscape has some elements and characteristics likely to be perceived as high value including historic structures, and streetscape is of a generally good standard, including some prominent mature trees. Modern industrial development to the west is a detractor from the quality of the landscape. The road corridor has a moderate influence on the townscape. Susceptibility to the Proposed Scheme is medium.</p> <p><b>Key Townscape Features:</b> Section of wooded river valley. Views to / of grounds of nationally significant cemetery and associated buildings, including O'Connell's Tower, boundary walls and mature trees. Attractive redbrick terraces of houses with front gardens south of Glasnevin (Prospect) Cemetery.</p> <p><b>Amenity Designations:</b> Open space along stream corridor at Glasnevin Downs, Tolka Valley Park, Clareville Grove, Claremont Lawns. Nationally significant Glasnevin (Prospect) Cemetery.</p> <p>Prospect Square / De Courcy Square and Environs ACA (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p>Conservation Area at River Tolka Valley / northern part of Glasnevin (Prospect) Cemetery.</p> <p>Residential Conservation Area at Bengal Terrace, and either side of St. Philomena's Road.</p> <p><b>TPO:</b> None.</p> <p><b>Tree / Woodland Preservation Objectives:</b> None.</p> <p><b>Protected Views:</b> None.</p> <p><b>Protected Structures:</b> No. 2745 Range of structures with Glasnevin (Prospect) Cemetery (a) O'Connell Monument; (b) Mortuary Chapel; (c) former Superintendent's Lodge, now part of the administration block on Finglas Road; (d) all perimeter stone walls and watchtowers, plinth walls and railings, entrance piers and gates, including pedestrian gates. (Refer to Chapter 16 (Architectural Heritage) for full details).</p> <p><b>Other:</b> Boundary of Glasnevin (Prospect) Cemetery and mature trees are important visual features along the road corridor.</p>	<p>Medium / 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 those within the Arboricultural Impact Assessment Report (Appendix A17.1 in Volume 4 of this EIAR).

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

#### **17.4.1.2 Development of the Proposed Scheme Design**

Consideration of the potential landscape (townscape) and visual impacts have been important in defining the Proposed Scheme design. Following initial assessment of impacts, availability of additional information, as well as public consultation, suggestions and recommendations from local residents, community groups and stakeholders, the Proposed 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:

- Two options were assessed for the section of Ballymun Main Street between Shangan Road and Gateway Crescent. One option was to maintain the two general traffic lanes while the second option looked at the reduction of the general traffic lanes down to one lane to include on-street parking and additional street trees. The second option was chosen, which will enable full-time parking bays to be provided on both sides of the street, with additional street trees, and full-time bus lanes and cycle tracks alongside;
- Options proposals involved the removal of the existing parking on the eastern side of St. Mobhi Road from the River Tolka Bridge to Botanic Avenue, south of the River Tolka Bridge. There is no off-street parking at the row of eight houses on the eastern side of the street at No. 66 to No. 80 St. Mobhi Road, and submissions from these residents objected to the removal of the existing parking. A further option was developed to widen on the western side, which was assessed to be the most preferable option as parking would be retained and there would be no impact to gardens;
- In the Emerging Preferred Route (EPR) Option, it was proposed to widen the existing road carriageway on the Finglas Bypass in the northbound direction to provide a bus lane where there is none at present, over a length of 400m from the end of the existing merge ramp at the Mellowes Road Junction to the roundabout at the R104 St. Margaret's Road Junction. The proposed road widening to accommodate a northbound bus lane would have required encroachment into the verge on the western side by up to 3m which would remove some of the existing landscaping along the boundary with Mellowes Park to the west. Alternative options were reappraised, and the options assessment concluded that it is preferable to minimise the impact on the existing environment and that it was not necessary to retain two traffic lanes and one traffic lane should be converted to a bus lane without the need for road widening;

- The EPR proposed to provide segregated cycle tracks along the R135 Finglas Road dual carriageway between Wellmount Road and the R102 Old Finglas Road over a length of 1.2km, by removal of the existing grass verges and trees along the edges of the road. An alternative option was identified by narrowing the existing road carriageway to fit cycle tracks instead of converting the existing grass verges to segregated cycle tracks. The options assessment concluded that it is preferable to minimise the impact on the existing environment, in terms of the loss of existing trees, and to improve the cycling facilities by narrowing the existing road carriageway footprint and retaining the existing verges and trees along the road edges;
- In the EPR, it was proposed to widen the R135 Finglas Road on the western side. This would have affected 20 properties, including 19 houses and St. Vincent's Secondary School. A review of the proposed design identified an alternative arrangement with road widening on the eastern side of the street affecting fewer properties (10 houses compared to 19) with larger gardens that could retain off-street parking. In further refinement, it is no longer proposed to widen the R135 Finglas Road at the southern end, reducing the impact to only St. Vincent's Secondary School by road widening on the western side of the street and three properties at Bengal Terrace (No. 34, 36 and 38) on the eastern side;
- Following the first consultation on the Preferred Route Option (PRO), it is proposed to:
  - Narrow Ballymun Main Street from two general traffic lanes to one general traffic lane in each direction over a 200m section in the town centre between Shangan Road and Gateway Crescent. This could facilitate the provision of full-time parking on both sides of the street with up to 50 new trees for enhancement of the town centre amenities and visual environment; and
  - Adjust the road layout to retain all existing trees on both sides of R108 Prospect Way.
- Following the second consultation on the Preferred Route Option (PRO) it is proposed to:
  - Provide additional pedestrian crossings at Hart's Corner and on R108 Phibsborough Road at locations suggested by the local community;
  - Provide an extended urban realm area at the southern end of Hart's Corner in front of the shops and businesses in the central island area between R108 Botanic Road and R135 Finglas Road; and
  - Widen the western footpath on Cross Guns Bridge from less than 2m to 4m wide by omission of the southbound bus lane on the eastern side of the bridge. Segregated bus priority traffic signals at the Whitworth Road Junction will provide appropriate bus priority instead.

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

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

##### **17.4.1.3.1 Ballymun Road from St. Margaret's Road to Griffith Avenue**

- Minor land acquisition from public green spaces to the north-west and north-east of the junction of R108 Ballymun Road and Balbutcher Lane (Ch.0460 to Ch.0490);
- Minor land acquisition from the open space adjacent to Balcurris Road on the western side for the construction of an Island Bus Stop and associated cycleway / footpath (Ch. 0740);

- Minor land acquisition from the green space fronting Scoil an tSeachtar Laoch / CDETB Adult Education Service on R108 Ballymun Road (Ch.1465 to Ch.1510) for the set back of the bus stop;
- Minor land acquisition from the access road and landscape green space south of the access road at Ballymun Library (Ch.1710 to Ch.1720);
- Land acquisition from the public open space adjacent to Our Lady of Victories School with loss of an established tree (Ch. 1940);
- Minor land acquisition from the landscape green space at Albert College Court, at Albert College Lawn and from the corner of the garden of Westfield House (Ch.2270 to Ch.2320);
- Changes to the carriageway extent and / or reduction in the width of the median verge on R108 Ballymun Road with associated removal of a number of existing trees, most notably:
  - South of the junction with Balbutcher Lane / Shangan Road (Ch.0640 to Ch.0670);
  - North of the junction with Gateway Crescent (Ch.0800 to Ch.0840); and
  - North and south of Albert College Drive (Ch. 1590 to 1790); and between Hampstead Avenue and the junction of R108 Ballymun Road with R108 St. Mobhi Road (Ch.2400 to Ch.2500).
- The Proposed Scheme will also result in the removal of other vegetation and young trees along localised sections of the road corridor, including within the dual carriageway median, and road edges, and where works are proposed within landscape areas and open spaces.

#### 17.4.1.3.2 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

- Land acquisition and the removal of associated existing mature tree planting from the R108 St. Mobhi Road boundary with Scoil Chaitríona / CLG Na Fianna and Home Farm Football Club (and access to Whitehall College of Further Education) (Ch.3370 to Ch.3700) for the provision of a segregated footpath / cycle track along the city-bound carriageway;
- Impact on the existing mature street tree planting along R108 St. Mobhi Road. The Proposed Scheme will also result in the removal of other vegetation and young trees along localised sections of road corridor, including within road edges and verges, and where works are proposed within landscape areas and open spaces;
- Land acquisition and the associated impact on the existing heritage entrance / railing boundary between R108 Botanic Road and the former Player's Factory / Creation House / Botanic Business Centre / Daneswell Place (the latter a strategic housing development application (An Bord Pleanála (ABP) ref: PL29N.307463), with removal of existing trees, and planting of replacement trees, on boundary with street; and
- Improvement of the urban realm with natural stone paving (Ch.4270 to Ch.4400).

#### 17.4.1.3.3 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

- Provision of a widened bridge over the railway at R108 Prospect Road adjacent to Lindsay Grove for cycle / pedestrian access, two new pedestrian / cycle bridges over the Royal Canal and adjacent railway, the creation of a minor public space, and creation of tie-ins to tow-paths / footpaths / roads (Royal Canal Bank) east of Cross Guns Bridge (Ch.4720 to Ch.4750);
- Land acquisition within the open space fronting the former Blessington Canal Spur for the provision of a cycle track;
- Land acquisition along R108 Phibsborough Road at the front of Phibsborough Shopping Centre (Ch.4950 to Ch.5070) for carriageway widening for an additional bus lane, with parking removal;
- Substantial works at Phibsboro (Phibsborough) Library and associated open space and removal of existing mature trees, for a new pedestrian and cyclist bridge under R101 North Circular Road (Ch.5100 to Ch.5180 – offline);
- Land acquisition along the west side of R108 Phibsborough Road (at the southern end of Royal Canal Terrace) to facilitate the provision of a small public landscape area / park (Ch.5790 to Ch.5830); and
- The Proposed Scheme will also result in the removal of other vegetation and young trees along localised sections of road corridor, including along road edges and where works are proposed within landscape areas and open spaces.

#### 17.4.1.3.4 Constitution Hill and Church Street to Arran Quay

- Provision of a footpath / cycleway within the existing tree-lined green verge fronting the Constitution Hill Flats (Ch.5970 to Ch.6160) with removal of several trees;
- Alterations to the junction between R108 Constitution Hill and Coleraine Street with an impact on the existing small green space (Ch.6160 to Ch.6200); and
- Minor alterations to footpaths, kerb-lines and surfacing throughout.

#### 17.4.1.3.5 Finglas Road from St. Margaret's Road to Tolka Valley Road

- Minor land acquisition from Mellows Park for the provision of a new footpath connection to bus stops (Ch.0000 to Ch.0100); and
- Temporary land acquisition from the open space adjacent to Glenhill / Finglas Place (Ch. 1420 to Ch.1470).

#### 17.4.1.3.6 Finglas Road from Tolka Valley Road to Hart's Corner (to tie-in to Ballymun Section of Proposed Scheme)

- Minor land acquisition from the green space at the service station along R135 Finglas Road (at the junction with Slaney Road) to facilitate the creation of a cycle track and realigned footpath to the rear of a bus stop (Ch.3030 to Ch.3080);
- Land acquisition from the green space / open space, including the removal of existing trees, and the set back of the existing boundary at Claremont Lawns along R135 Finglas Road (Ch.3620 to Ch.3770) for road widening for an additional bus lane with the provision of replacement parking facilities;
- Land acquisition from the green space / landscape space fronting St. Vincent's School, including removal of existing street trees, and the set back of the existing boundary along R135 Finglas Road for the provision of an additional bus lane and cycle tracks (Ch.3790 to Ch.3910); and
- Land acquisition from the private space / gardens fronting Nos. 34, 36 and 38 Bengal Terrace, Finglas Road for the provision of an additional bus lane and cycle tracks (Ch.3885 to Ch.3905).

#### 17.4.1.3.7 Construction Compound Areas

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

- Construction Compound B1 to be located on the existing landscape area at the corner of R108 Ballymun Road and R104 Santry Avenue (Ch.0470 to Ch.0500);
- Construction Compound B2 to be located within the existing road corridor at St. Mobhi Drive (Ch. 3700 (offline section));
- Construction Compound B3 to be located on the landscape area / open space at the junction of R108 Constitution Hill and Catherine Lane North (Ch.6140 to Ch.6175);
- Construction Compound F1 to be located in Mellows Park, on the western side of the R135 Finglas Road / R104 St. Margaret's Road roundabout, north of Finglas Village (Ch.0020 to Ch.0060);
- Construction Compound F2 to be located on the landscape area / open space to east of the junction of R135 Finglas Road and Finglas Place (Ch.1420 to Ch.1460); and
- Construction Compound F3 to be located on the open space adjacent to Claremont Lawns (Ch.3540 to Ch.3600).

#### 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 some adjoining roads where traffic management measures are proposed;

- Changes in streetscape elements, including the reallocation of carriageway space, provision of cycle and footpath facilities, signage, lighting, surfacing, road marking, etc. along the Proposed Scheme;
- Provision of Sustainable Drainage Systems (SUDS) measures in areas 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 Ballymun Road from St. Margaret's Road to Griffith Avenue

- Reduced area of green space fronting Scoil an tSeachtar Laoch / CDETB Adult Education Service on R108 Ballymun Road (Ch.1460 to Ch.1510) for the creation of a cycle track and a realigned footpath to the rear of the bus stop; and
- Reduced area of green space along R108 Ballymun Road to the immediate side of No.1 Albert College Lawn (Ch.2270 to Ch.2320) for the creation of a cycle track and a realigned footpath to the rear of the bus stop.

The following key landscape measures are proposed in this section:

- Improvements to the urban realm along sections of R108 Ballymun Road / Ballymun Main Street with a reduced number of general traffic lanes, provision of high-quality paving, on-street parking, new and additional street trees, boundary planting and tree planting to median; and
- Improved urban realm at the junction of R108 Ballymun Road / R103 Collins Avenue / R103 Glasnevin Avenue, with a narrowed carriageway, improved pedestrian and cycle access and the provision of a new landscape area with trees.

#### 17.4.1.4.2 St Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;

- Changes to road corridors, including the continued impact from mature trees lost in the Construction Phase, and changes to the road corridor along Glasnevin Hill and Botanic Road;
- Reduced area of landscape space and the loss of mature boundary conifer trees at CLG Na Fianna and Home Farm Football Club (Ch.3360 to Ch.3700) for the provision of a segregated footpath / cycle track along the city-bound carriageway; and
- Reduced area and set back of existing heritage entrance / railing boundary between R108 Botanic Road and the former Player's Factory / Botanic Business Centre / Daneswell Place (latter a strategic housing development application (ABP ref: PL29N.307463) (Ch.4270 to Ch.4390).

The following key landscape measures are proposed in this section:

- The provision of new / replacement tree planting along R108 St. Mobhi Road;
- Provision of an enhanced urban realm at the junction of R108 St. Mobhi Road / R108 Botanic Road / Fairfield Road, including the provision of improved paving, improved pedestrian / cycle accessibility, a new tree and areas of planting (Ch.4000 to Ch.4050); and
- Provision of stone paving to footpaths fronting historic properties at the former Player's Factory on R108 Botanic Road and the reinstatement of the historic wall and railing at the permanent set back location (Ch.4250 to Ch.4400).

#### 17.4.1.4.3 Prospect Road, Phibsborough Road from Hart's Corner to Western Way;

- Changes to road corridors, including along the Royal Canal Bank at the junction with R135 Western Way;
- Provision of a two-way cycle track within the wide footpath pavement fronting a strip of businesses on the eastern side at 13 to 23 Prospect Road (on the corner with Whitworth Road) (Ch.4245 to Ch.4300);
- Three new pedestrian / cycle bridges over the Royal Canal, and the adjacent railways to the east of Cross Guns Bridge with a tie-in to the towpaths and the road network (Ch.4720 to Ch.4750); and

- Alteration to existing setting / landscape structure at Phibsboro (Phibsborough) Library / open space on the former Blessington Canal spur, including the provision of a cycle / pedestrian underpass under R101 North Circular Road (Ch.5100 to Ch.5200 – offline east).

The following key landscape measures are proposed in this section:

- The provision of urban realm improvements at the junction of R108 Botanic Road and R135 Finglas Road at Hart's Corner (Ch.4550);
- Provision of paving improvements on footpaths at the junction between R108 Prospect Road and Whitworth Road, and the crossing of Cross Guns Bridge, as well as the provision of new public space on the bridge over the railway adjacent to Whitworth Road (Ch.4550);
- Provision of appropriate detailing to elevations, abutments and the underside of the proposed underpass at R101 North Circular Road / Phibsboro (Phibsborough) Library so as to be fitting to the setting of the structure and to minimise potential for anti-social activity;
- New tree planting and other planting will be provided as part of the reinstatement of the banks at the Royal Canal (Ch.4730) and the open space either side of R101 North Circular Road at Phibsboro (Phibsborough) Library (offline);
- Provision of urban realm improvements at Phibsboro (Phibsborough) Library linking to the open space south of R101 North Circular Road;
- Provision of urban realm improvements along R108 Phibsborough Road and Phibsborough Shopping Centre with new medians, tree planting and improved paving, including stone sett paving across the junction with R101 North Circular Road. (Ch.4730 to Ch.5420); and
- Provision of a new small public landscape area / park area (Broadstone Pocket Garden) along the west side of R108 Phibsborough Road (at southern end of Royal Canal Terrace) (Ch.5380 to Ch.5430).

#### 17.4.1.4.4 Constitution Hill and Church Street to Arran Quay;

- Minor reduced landscape space and continued effects from loss of trees in the wide verge fronting the Constitution Hill Flats (Ch.6030 to Ch.6180);
- Changes to the road corridor along R108 Constitution Hill and R132 Church Street; and
- Provision of a Quiet Street Treatment Cycle Route, with minor changes to signalling, signage, road markings, footpath surfacing and the introduction of new street tree planting, along Coleraine Street, Linenhall Street, King Street North, Anne Street North, George's Hill, St. Michan's Street, Ormond Square and Charles Street.

The following key landscape measures are proposed in this section:

- The provision of urban realm improvements on public footpaths fronting the Capuchin Friary and St. Michan's Church (Ch.6500 to Ch.6690).

#### 17.4.1.4.5 Finglas Road from St. Margaret's Road to Tolka Valley Road

- Changes to the road corridor including loss of a small number of young trees and other planting in the median and along short sections of the road boundary; and
- Changes to the entrance to Clearwater Shopping Centre and the creation of a small plaza area with additional trees and planting (Ch.1550 to Ch.1620).

The following key landscape measures are proposed in this section:

- New street trees and the replacement of street trees, and boundary planting and median planting will be provided along appropriate sections along R135 Finglas Road;
- Provision of urban realm improvements linking to St. Canice's Church on R135 Finglas Road; and
- Provision of urban realm improvements at the junction to Clearwater Shopping Centre and at the junction with Old Finglas Road.

#### 17.4.1.4.6 Finglas Road from Tolka Valley Road to Hart's Corner (to tie-in to Ballymun Section of Proposed Scheme)

- Changes to the road corridor including the loss of a small number of young trees and other planting in the median and along short sections of the road boundary;
- Reduced area of green space at the service station along R135 Finglas Road (at the junction with Slaney Road) (Ch.3030 to Ch.3080) for the set back of a bus stop;
- Reduced area of green space / open space with the provision of additional parking at Claremont Lawns along R135 Finglas Road (Ch.3620 to Ch.37707);
- Reduced area of green space / landscape space fronting St. Vincent's School along R135 Finglas Road with the loss of boundary trees and shrubs (Ch.3780 to Ch.3900); and
- Reduced area of private space / garden fronting Nos. 34, 36 and 38 Bengal Terrace, Finglas Road (Ch.3890 to Ch.3910).

The following key landscape measures are proposed in this section:

- Provision of urban realm improvements at the proposed parking area at Claremont Lawns.

#### 17.4.1.4.7 General Landscape (Townscape) and Visual Measures

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

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

### 17.4.2 'Do Nothing' Scenario

With respect to landscape (townscape) and visual, the 'Do Nothing' scenario means that the Proposed Scheme would not proceed and associated changes to the landscape (townscape) and visual environment would not arise. Therefore, landscapes / townscapes and properties along the Proposed Scheme would not experience the impacts that are associated with the Proposed Scheme and their existing setting would experience little or no change in the short to medium-term. Nevertheless, given the urban context of the Proposed Scheme, it is considered likely that the road corridor of the Proposed Scheme will continue to experience pressure for the reallocation of carriageway space and associated traffic movements in direct response to the increasing demand for alternative modes of transport (i.e. away from the private car).

There would be a Neutral impact on 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 two 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 the removal of boundaries, kerbs, verges, surfaces, landscape areas, trees and plantings, including boundary fences, walls and plantings within private areas / gardens;
- Site activity and visual disturbance from general construction works and 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 cycle tracks, bus stops and signage, reinstatement of boundaries / provision of new boundaries and landscape reinstatement works / provision of new landscape, etc.; and
- Decommissioning of works areas and the Construction Compounds.

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

#### 17.4.3.1 Impact on Townscape and Streetscape Character

As set out in Section 17.3.1, the Proposed Scheme is divided into seven townscape / streetscape character areas, including:

- Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue);
- Ballymun Road from the South of Ballymun District Centre (Gateway Avenue) to the South of Griffith Avenue;
- St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- Prospect Road, Phibsborough Road from Hart's Corner to Western Way;
- Constitution Hill and Church Street to Arran Quay;
- Finglas Road from St. Margaret's Road to Tolka Valley Road; and
- Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of the Proposed Scheme).

##### 17.4.3.1.1 Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue)

The baseline townscape is of low sensitivity and construction of the Proposed Scheme will involve changes to existing modern road infrastructure. The Construction Phase will involve demolition, excavation and construction works to sections of kerbs, road carriageways, junctions, surfacing and parking, verges, drainage

features, utilities, road boundaries, and the removal of very limited sections of existing young tree and other planting and roadside boundaries. The construction works will be limited in extent, localised and will result in minor alterations to elements of the existing streetscape. The construction works will not alter the existing townscape / streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

#### 17.4.3.1.2 Ballymun Road from the South of Ballymun Town Centre (Gateway Avenue) to the South of Griffith Avenue)

The baseline townscape is of medium sensitivity and construction of the Proposed Scheme will involve changes along an existing dual carriageway. The Construction Phase will involve demolition, excavation and construction works to kerbs, road carriageways, junctions, surfacing, and parking, verges, drainage features, utilities, and the removal of a small number of young trees and short sections of road boundaries. The construction works will be limited in extent, localised and will result in moderate alterations to elements of the existing streetscape. The construction works will not alter the existing townscape / streetscape character along this section the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

#### 17.4.3.1.3 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

The baseline townscape is of high to very high sensitivity and construction of the Proposed Scheme will involve changes across and along the majority of a historic road corridor running through primarily established residential suburbs. The Construction Phase will involve demolition, excavation and construction works to kerbs, road carriageways, junctions, surfacing and parking, verges and adjoining open spaces, utilities, drainage features and the removal established tree and other planting (especially at Na Fianna and Home Farm Football Club sports grounds), and the removal of short sections of existing road boundaries (at Na Fianna and Home Farm Football Club sports grounds and at the former Player's Factory). The construction works will be wide-ranging along the road corridor and will result in substantial alterations along limited sections of the existing streetscape character. While the construction works will not alter the existing townscape character along this section of the Proposed Scheme, they will detract from the visual presentation of this character, especially at a localised level, and will impact on the character of the streetscape. The magnitude of change in the baseline environment will be high.

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

#### 17.4.3.1.4 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

The baseline townscape is of high sensitivity and construction of the Proposed Scheme will involve changes effectively across and along the full extent of the existing road infrastructure through established residential / mixed-use suburbs. The Construction Phase will involve demolition, excavation and construction works to all aspects of the existing road corridor, including road carriageways, junctions, parking, and surfacing, verges and open spaces, features of urban realm, drainage, utilities, and the removal of some young tree planting and short sections of road boundaries. The Proposed Scheme will include for the construction of three new pedestrian / cycle bridges over the Royal Canal and the adjacent railway lines east of Cross Guns Bridge. The Proposed Scheme will also include the installation of a pedestrian / cycle underpass, under R101 North Circular Road, which will require re-construction of the section of R101 North Circular Road south of Phibsboro (Phibsborough) Library and lowering of existing ground levels within the open space on the former Blessington Canal spur north and south of R101 North Circular Road. The construction works will be extensive and will result in substantial changes to elements of the existing streetscape, including the removal of the existing Irish Volunteers Memorial statue, railings and trees. While the construction works will not alter the existing townscape character along this section of the Proposed Scheme, they will detract from the local streetscape character. The magnitude of change in the baseline environment will be high.

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

#### 17.4.3.1.5 Constitution Hill and Church Street to Arran Quay

The baseline townscape is of medium sensitivity and construction of the Proposed Scheme will involve changes effectively across and along the full extent of the existing road infrastructure through the established City Centre area. The Construction Phase will involve demolition, excavation and construction works to all aspects of the existing road corridor, road carriageways, junctions, parking, and surfacing and verges, features of urban realm, drainage, utilities, and with the removal of several trees at the open space fronting Constitution Hill Flats. The construction works will be extensive, expansive and will result in substantial changes to elements of the existing streetscape. The construction works will not alter the existing townscape character along this section of the Proposed Scheme, but they will detract from the local streetscape character. The magnitude of change in the baseline environment will be medium.

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

#### 17.4.3.1.6 Finglas Road from St Margaret Road to Wellmount Road to Hart's Corner

##### 17.4.3.1.6.1 Finglas Road from St. Margaret's Road to Tolka Valley Road

The baseline townscape is of low sensitivity and construction of the Proposed Scheme will involve changes to existing modern road infrastructure. The Construction Phase will involve demolition, excavation and construction works to sections of kerbs, road carriageways, junctions, surfacing and parking, verges, drainage features, utilities, road boundaries, and the removal of limited sections of existing young tree and other planting. The construction works will be limited in extent, localised and will result in minor alterations to elements of the existing streetscape. The construction works will not alter the existing streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

##### 17.4.3.1.6.2 Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to Ballymun Section of Proposed Scheme)

The baseline townscape is of medium to high sensitivity and construction of the Proposed Scheme will involve changes along an existing mainly dual carriageway. The Construction Phase will involve demolition, excavation and construction works to kerbs, road carriageways, junctions, surfacing, parking, verges, drainage features, utilities, and the removal of some young trees and other planting and short sections of existing road boundaries. The construction works will be limited in extent, localised and will result in minor alterations to elements of the existing streetscape. The construction works will not alter the existing townscape character along this section the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

### 17.4.3.2 Impact on Streetscape Elements and Visual Impacts

#### 17.4.3.2.1 ACAs

Two ACAs of very high sensitivity are located along the Proposed Scheme at De Courcy Square / Prospect Square / St. Teresa's (Prospect Square / De Courcy Square and Environs ACA), and at Phibsborough (Phibsborough Centre ACA), which includes a section of the former Blessington Canal Spur at Phibsboro (Phibsborough) Library.

#### 17.4.3.2.1.1 Prospect Square / De Courcy Square ACA

The Proposed Scheme will follow existing roads in the vicinity of Prospect Square / De Courcy Square and Environs ACA, and there will be a minor overlap with the ACA at the entrances to De Courcy Square and Prospect Avenue off Prospect Way. However, there will be no notable changes within these areas or perceivable impacts on the ACA or its characteristics. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase at Prospect Square / De Courcy Square and Environs ACA is assessed to be Neutral, Slight and Temporary / Short-Term.

#### 17.4.3.2.1.2 Phibsborough Centre ACA

While the Proposed Scheme will follow the Regional Road through Phibsborough. The construction works along a section of the former Blessington Canal spur (open space), including the reconstruction of a section under R101 North Circular Road to provide for a pedestrian and cycle underpass, are very substantial in nature and will require removal of several prominent mature / early-mature trees. These trees are important features in an area mostly devoid of large trees. They form focal points in views from other areas of the ACA, particularly along R101 North Circular Road, and partly screen the unsightly eastern elevation of the Former Des Kelly / State Cinema building. Therefore, the magnitude of change in the baseline environment will be very high. (Refer also to Chapter 16 (Architectural Heritage)).

The potential townscape / streetscape and visual effect of the Construction Phase at Phibsborough ACA (including Phibsboro (Phibsborough) Library and former Blessington Canal spur) is assessed to be Negative, Very Significant and Temporary / Short-Term.

#### 17.4.3.2.2 Conservation Areas

Conservation Areas of very high sensitivity are located at the Botanic Gardens and at the River Tolka Valley (including the northern part of Glasnevin Cemetery). Conservation Areas of high sensitivity are located at the Royal Canal, Blessington Street Basin, Constitution Hill, King's Inns, Smithfield, Liffey Quays, St. Canice's Church Grounds, St. Canice's Square and Rosehill House (Finglas).

##### 17.4.3.2.2.1 Botanic Gardens and River Tolka Valley

The Proposed Scheme will have no direct effects on the Conservation Areas at Botanic Gardens and the River Tolka Valley. No existing trees will be removed along the boundary with the Conservation Area. Construction of the Proposed Scheme will not have negative visual effects on the Conservation Area. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Conservation Areas at Botanic Gardens and River Tolka Valley is assessed to be Neutral, Moderate and Temporary / Short-Term.

##### 17.4.3.2.2.2 Royal Canal

The Proposed Scheme will have a direct effect during the Construction Phase on the Royal Canal Conservation Area. A new cycle / pedestrian bridge will be constructed over the Royal Canal, east of Cross Guns Bridge, and a second bridge will be constructed over the adjacent railway line along Whitworth Road, which will connect to the towpath. The magnitude of change will be high.

The potential townscape / streetscape and visual effect of the Construction Phase on the Royal Canal Conservation Area is assessed to be Negative, Significant and Temporary / Short-Term.

##### 17.4.3.2.2.3 Blessington Street Basin

The Proposed Scheme will not have direct effects on the boundaries, characteristics or features of the Blessington Street Basin Conservation Area. Works on adjoining roads will have minor visual effects on the Conservation Area. The magnitude of change will be negligible.

The potential townscape / streetscape and visual effect of the Construction Phase on the Blessington Street Basin Conservation Area is assessed to be Negative, Not Significant and Temporary / Short-Term.

#### 17.4.3.2.2.4 Constitution Hill

While the Proposed Scheme will include construction works at Constitution Hill, it will not have direct effects on the boundaries, characteristics or features of the Conservation Area. Construction of the Proposed Scheme will have minor visual effects on the Conservation Area. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Constitution Hill Conservation Area is assessed to be Negative, Slight and Temporary / Short-Term.

#### 17.4.3.2.2.5 King's Inns

While the Proposed Scheme will include construction works on the road corridor adjoining King's Inns, it will not have direct effects on the boundaries, characteristics or features of the Conservation Area. Construction of the Proposed Scheme will have minor visual effects on the Conservation Area. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the King's Inns Conservation Area is assessed to be Negative, Slight and Temporary / Short-Term.

#### 17.4.3.2.2.6 Smithfield (Eastern Extent at Church Street)

While the Proposed Scheme will include construction works on the road corridor adjoining the Conservation Area at Smithfield, it will not have direct effects on the boundaries, characteristics or features of the Conservation Area. Construction of the Proposed Scheme will not give rise to adverse visual effects on the Conservation Area. The magnitude of change will be negligible.

The potential townscape / streetscape and visual effect of the Construction Phase on the Conservation Area at Smithfield is assessed to be Negative, Not Significant and Temporary / Short-Term.

#### 17.4.3.2.2.7 River Liffey Quays (Junction of Church Street / Arran Quay / Inns Quay)

While the Proposed Scheme will include construction works on the road corridor / junction adjoining the Liffey Quays Conservation Area (junction of R132 Church Street / R148 Arran Quay / R148 Inns Quay), it will not have direct effects on the boundaries, characteristics or features of the Conservation Area. Construction of the Proposed Scheme will not give rise to adverse visual effects on the Conservation Area. The magnitude of change will be negligible.

The potential townscape / streetscape and visual effect of the Construction Phase on the Conservation Area at Liffey Quays is assessed to be Negative, Not Significant and Temporary / Short-Term.

#### 17.4.3.2.2.8 St. Canice's Church Grounds, St. Canice's Square and Rosehill House

While the Proposed Scheme will include construction works on the road corridor / junction close to the Conservation Area at St. Canice's Church Grounds, St. Canice's Square and Rosehill House, it will not have direct effects on the boundaries, characteristics or features of the Conservation Area. Construction of the Proposed Scheme will have minor visual effects on the Conservation Area. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Conservation Area at St. Canice's Church Grounds, St. Canice's Square and Rosehill House is assessed to be Negative, Slight and Temporary / Short-Term.

#### 17.4.3.2.3 Residential Conservation Areas

Residential Conservation Areas of high sensitivity are located at:

- Hampstead Avenue;
- St. Mobhi Road / Botanic Avenue, Botanic Road and Botanic Road / Iona Road / Lindsay Road;
- Prospect Way / DeCourcy Square;
- Finglas Road (Bengal Terrace, 11 to 47 Finglas Road (odd numbers only, west side);
- Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane);
- All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north of Broadstone; and
- Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West).

While the construction of the Proposed Scheme will cross Tolka Valley and will run alongside other designated Residential Conservation Areas, for the most part, construction works will not directly impact on the key characteristics or the landscape and visual setting of the majority of these Residential Conservation Areas.

##### 17.4.3.2.3.1 Hampstead Avenue

The Proposed Scheme will have no direct effects on the existing boundaries of the Residential Conservation Area at Hampstead Avenue. No existing trees will be removed from this Residential Conservation Area. Construction works associated with the Proposed Scheme will be visible. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area at Hampstead Avenue is assessed to be Negative, Slight and Temporary / Short-Term.

##### 17.4.3.2.3.2 St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road

The Proposed Scheme will have no direct effects on the existing boundaries of the Residential Conservation Area at St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road. No existing trees will be removed from the Residential Conservation Area. Construction works associated with the Proposed Scheme will be visible. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area at St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road is assessed to be Negative, Slight and Temporary / Short-Term.

##### 17.4.3.2.3.3 Prospect Way / DeCourcy Square

No direct impact will arise for the Residential Conservation Area at Prospect Way / De Courcy Square. Construction of the Proposed Scheme will have minor visual effects on the Residential Conservation Area. The magnitude of change will be low.

The potential townscape / streetscape and visual impact of the Construction Phase on the Residential Conservation Area at Prospect Way / DeCourcy Square is assessed to be Negative, Slight and Temporary / Short-Term.

##### 17.4.3.2.3.4 Finglas Road (Bengal Terrace, 11 to 47 Finglas Road (Odd Numbers Only, West Side))

The Proposed Scheme will have direct effects on the private gardens / boundaries of property Nos. 34, 36 and 38 Bengal Terrace. Existing boundaries and 2m wide portions of the gardens will be removed. Construction works associated with the Proposed Scheme will be openly visible from Bengal Terrace. The magnitude of change will be medium / high.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area at Bengal Terrace is assessed to be Negative, Significant and Temporary / Short-Term.

17.4.3.2.3.5 Phibsborough Road, North of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane)

The Proposed Scheme will have no effects on the existing boundaries or features of this Residential Conservation Area. No existing trees will be removed from the Residential Conservation Area. Construction works associated with the Proposed Scheme will be visible. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area at Phibsborough Road is assessed to be Negative, Slight and Temporary / Short-Term.

17.4.3.2.3.6 All Saint's Church and School; Residential Terraces along Phibsborough Road / Royal Canal Terrace, North of Broadstone

The Proposed Scheme will have no effects on the existing boundaries or features of this Residential Conservation Area. No existing trees will be removed from the Residential Conservation Area. Construction works associated with the Proposed Scheme will be visible. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area is assessed to be Negative, Slight and Temporary / Short-Term.

17.4.3.2.3.7 Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West)

The Proposed Scheme will have very minor effects on the existing open space at the northern end of the Residential Conservation Area. No existing trees will be removed from the Residential Conservation Area. Construction works associated with the Proposed Scheme will be visible. The magnitude of change will be low.

The potential townscape / streetscape and visual effect of the Construction Phase on the Residential Conservation Area is assessed to be Negative, Slight and Temporary / Short-Term.

17.4.3.2.4 Protected Structures

There are a number of protected structures located along the Proposed Scheme corridor. These include Albert Cottages and outbuildings (within Albert College Park), Hampstead House, Botanic House, features within the Botanic Gardens, the former Player's Factory on R108 Botanic Road, a variety of structures along R108 Phibsborough Road, Grangegorman, Broadstone, King's Inns, Church Street, St. Canice's Church Barrack Lane, Woodland Lodge and Glasnevin Cemetery, which are all of very high sensitivity (refer to Chapter 16 (Architectural Heritage) for full details).

With the exception of the former Player's Factory, many of these protected structures will be adjacent to the Proposed Scheme and they will not be directly affected by construction works. The magnitude of change will be low.

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

17.4.3.2.4.1 Former Player's Factory

The boundary of the former Player's Factory will be directly affected, necessitating its removal for temporary and permanent acquisition during the Construction Phase of the Proposed Scheme. The magnitude of change will be very high (refer to Chapter 16 (Architectural Heritage) for full details).

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

#### 17.4.3.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme corridor. These include areas of high sensitivity such as the River Tolka / Royal Canal corridors, Albert College / Hampstead Park grounds, Botanic Gardens, sports grounds at Na Fianna / Home Farm Football Club, open space along the corridor of the former Blessington Canal spur, Glasnevin Cemetery and the open space at Claremont Lawns.

The construction of the Proposed Scheme will be located on existing road corridors, adjacent to these amenities, and for the most part will not have a direct impact on the boundaries, features or visual setting of the majority of these amenities. These amenities include Albert College (Hampstead) Park, the recreational open space at DCU Sports Campus / St. Clare's Nursing Home, the open space along the roadside at the boundary with Albert College residential estate, the open space with railings at the junction of R108 Ballymun Road / R108 St. Mobhi Road, the Botanic Gardens, the River Tolka Valley at Glasnevin Bridge (adjacent to the Botanic Gardens) and Dean Swift Bridge (R108 St. Mobhi Road), King's Inns Park, the open space at Father Matthew Square, Liffey Quays, St. Canice's Square, the open spaces in Finn Eber and along R135 Finglas Road at Finglas Village and Erin's Isle GAA Grounds, Glasnevin Downs, Tolka Valley Park, and Clareville Grove as well as a wide range of other landscape and open space areas located along the Proposed Scheme corridor. The magnitude of change will be low.

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

##### 17.4.3.2.5.1 St. Mobhi Road / Na Fianna / Home Farm Football Club

The construction of the Proposed Scheme will have a direct impact on R108 St. Mobhi Road. Works will impact existing kerb-lines, carriageway, cycleway and footpath allocation, existing utilities, bus stops and road lighting. The existing boundary and some associated mature trees (in varying condition) will be removed at Na Fianna and Home Farm Football Club grounds. The magnitude of change will be medium / high.

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

##### 17.4.3.2.5.2 Royal Canal

The construction of the Proposed Scheme, and specifically the construction of the two new cycle / pedestrian bridges over the Royal Canal and the adjacent railway line, will have a direct visual impact on approximately 100m of the high sensitivity canal corridor and associated banks, and towpaths, east of Cross Guns Bridge. The magnitude of change along this section will be high.

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

##### 17.4.3.2.5.3 Former Blessington Canal Spur and Fronting Phibsboro (Phibsborough) Library

The construction of the Proposed Scheme will have a direct impact on the existing linear open space, of medium / high sensitivity, along the former Blessington Canal spur and fronting Phibsboro (Phibsborough) Library, to either side of R101 North Circular Road. The works will involve excavation under the R101 North Circular Road to reinstate a bridge under the road (at the location of the former Blaquiere Bridge over the canal), the lowering of existing ground level, the removal of existing mature and young trees and other planting, boundary features and railings, and a memorial. The magnitude of change along this section will be very high.

The potential townscape / streetscape and visual effect of the Construction Phase on the open space at the former Blessington Canal spur and fronting Phibsboro (Phibsborough) Library is assessed to be Negative, Very Significant and Temporary / Short-Term.

#### 17.4.3.2.5.4 Constitution Hill Flats on Constitution Hill

The construction of the Proposed Scheme will have a direct impact on the existing tree-lined open space of medium sensitivity fronting the Constitution Hill Flats on R108 Constitution Hill. The works will involve the construction of a cycleway and footpath through and behind a section of the prominent line of young plane trees. The works will necessitate the removal of several trees. The magnitude of change along this section will be high.

The potential townscape / streetscape and visual effect of the Construction Phase on the tree-lined verge at the Constitution Hill Flats is assessed to be Negative, Moderate and Temporary / Short-Term.

#### 17.4.3.2.5.5 Mellowes Park

The construction of the Proposed Scheme will have a direct impact on a small area of Mellowes Park of medium sensitivity adjoining the R135 Finglas Road / R104 St. Margaret's Road roundabout, north of Finglas Village. The works will involve the provision of Construction Compound F1, the removal of a minor area of young planting and the construction of a new path link. The magnitude of change along this section of the larger open space will be low / medium.

The potential townscape / streetscape and visual effect of the Construction Phase on the northern area of Mellowes Park is assessed to be Negative, Moderate and Temporary / Short-Term.

#### 17.4.3.2.5.6 Open Space at Finglas Place

The construction of the Proposed Scheme will have a direct impact with a section of temporary land acquisition for the provision of Construction Compound F2 on a small open space of low / medium sensitivity at the junction of R135 Finglas Road and Finglas Place. The existing trees, boundaries and 'Mother and Child' sculpture will not be directly impacted. The magnitude of change in the open space will be medium.

The potential townscape / streetscape and visual effect of the Construction Phase on the open space at Finglas Place is assessed to be Negative, Moderate and Temporary / Short-Term.

#### 17.4.3.2.6 Tree Preservation Orders (TPOs) / Tree Preservation Objectives

There are no TPO or tree preservation objectives pertaining to the construction works area of the Proposed Scheme.

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

There are two indicative views and prospects listed in the DCDP (DCC 2016a) which look along the Liffey Quays towards the Proposed Scheme at Arran Quay / Ormond Quay, namely from Victoria Quay and from the vicinity of Wellington Quay. However, the Proposed Scheme will be distant and screened by planting and the surrounding built form, due to the curved nature of the river corridor. Other than these views along the Liffey Quays, there will be no preserved views or scenic views pertaining to the construction works area of the Proposed Scheme. There will be no impacts on these high sensitivity preserved views or scenic views. The magnitude of change in will be negligible.

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

#### 17.4.3.2.8 Properties

Construction of the Proposed Scheme will require the temporary acquisition from three residential properties at Bengal Terrace on R135 Finglas Road (as set out in Table 17.7). One of the properties has an open parking area at the front, and the other two have lawn areas. There will also be land acquisition from a portion of the residential site currently under construction at Daneswell Place, Botanic Road. Construction works for localised road / footpath widening and realignment will result in the removal of the existing boundaries including railings, walls, piers and entrance gates, portions of driveways, gardens, private property and lawn areas. Access to

properties will be maintained, as far as practicable. Construction works adjacent to and within these private and adjoining public areas will be openly visible from these properties. The magnitude of change for these properties will be high.

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

Construction of the Proposed Scheme will require land acquisition from a small number of other non-residential properties:

- Scoil Chaitríona, St. Mobhi Road;
- CLG Na Fianna Sports Ground, St. Mobhi Road;
- Home Farm Football Club pitch, St. Mobhi Road;
- Whitehall College of Further Education, St. Mobhi Road;
- 163 to 169 St. Mobhi Road (footpath area in front of businesses);
- Botanic Business Centre (former Cahill Printers), Botanic Road;
- 21 / 22 Prospect Road;
- Forecourt area at The Bernard Shaw Public House, Prospect Road;
- Phibsborough Shopping Centre Car Park;
- Green area at former service station at Slaney Road and Finglas Road Junction; and
- St. Vincent's School, Finglas Road.

Construction works for localised road / footpath widening will in some cases only result in land acquisition from areas of hard surfacing. However, for others, realignment will result in the removal of the existing boundaries including railings, walls, piers and entrance gates, landscape and associated trees and other plantings. In either case, there will be physical disruption from demolition, excavation and construction as well as visual impacts caused by the works. The magnitude of change for these properties will be high.

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

In addition to those properties directly affected through acquisition (temporary) 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 general disturbance, demolition, excavation and construction works within the public road corridor of the Proposed Scheme. Construction works will be openly visible from these properties. The magnitude of change will be medium / high.

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

#### 17.4.3.2.9 Trees and Vegetation

Construction of the Proposed Scheme will require limited removal of existing trees and other plantings at specific locations along the road corridor, including within road medians and at junctions, within landscape areas and open space areas, including at Phibsboro (Phibsborough) Library and within private properties and gardens, as set out in Table 17.7. The magnitude of change will be medium / high.

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

#### **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 Potential Construction Phase Impacts**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
	<b>Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue).</b> For proposed changes, see Section 17.4.3.1.1	Low	Low	Negative, Slight and Temporary / Short-Term
	<b>Ballymun Road from the South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue.</b> For proposed changes, see Section 17.4.3.1.2	Medium	Low	Negative, Moderate and Temporary / Short-Term
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner,</b> (locally at Na Fianna and Home Farm FC, and on the western side south of the Tolka River). For proposed changes, see Section 17.4.3.1.3	High / Very High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.3.1.4	High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill and Church Street to Arran Quay.</b> For proposed changes, see Section 17.4.3.1.5	Medium	Medium	Negative, Significant and Temporary / Short-Term
	<b>Finglas Road from St Margaret's Road to Tolka Valley Road</b> For proposed changes, see Section 17.4.3.1.6.1	Low	Low	Negative, Slight and Temporary / Short-Term
	<b>Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme)</b> For proposed changes, see Section 17.4.3.1.6.2	Medium / High	Low	Negative, Slight / Moderate and Temporary / Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
ACA	<b>Prospect Square / De Courcy Square and Environs ACA</b> For proposed changes, see Section 17.4.3.2.1.1	Very High	Low	Neutral, Slight and Temporary / Short-Term
	<b>Phibsborough Centre ACA</b> For Proposed changes, see Section 17.4.3.2.1.2	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Conservation Areas	<b>Botanic Gardens and River Tolka Valley.</b> For proposed changes, see Section 17.4.3.2.2.1	Very High	Low	Neutral, Moderate and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes, see Section 17.4.3.2.2.2	High	High	Negative, Significant and Temporary /

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
				Short-Term
	<b>Blessington Street Basin</b> For proposed changes, see Section 17.4.3.2.2.3	High	Negligible	Negative, Not Significant and Temporary / Short-Term
	<b>Constitution Hill.</b> For proposed changes, see Section 17.4.3.2.2.4	High	Low	Negative, Slight and Temporary / Short-Term
	<b>King's Inns</b> For proposed changes, see Section 17.4.3.2.2.5	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Smithfield (eastern extent at Church Street).</b> For proposed changes Section 17.4.3.2.2.6	High	Negligible	Negative, Not Significant and Temporary / Short-Term
	<b>River Liffey Quays (junction of Church Street / Arran Quay / Inns Quay).</b> For proposed changes, see Section 17.4.3.2.2.7	High	Negligible	Negative, Not Significant and Temporary / Short-Term
	<b>St. Canice's Church Grounds, St. Canice's Square and Rosehill House</b> For proposed changes, see Section 17.4.3.2.2.8	High	Low	Negative, Slight and Temporary / Short-Term
Residential Conservation Areas	<b>Hampstead Avenue.</b> For proposed changes, see Section 17.4.3.2.3.1	High	Low	Negative, Slight and Temporary / Short-Term
	<b>St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road</b> For proposed changes, see Section 17.4.3.2.3.2	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Prospect Way / DeCourcy Square</b> For proposed changes, see Section 17.4.3.2.3.3	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Finglas Road (Bengal Terrace, 11-47 Finglas Road (odd nos. only, west side)</b> For proposed changes, see Section 17.4.3.2.3.4	High	Medium / High	Negative, Significant and Temporary / Short-Term
	<b>Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane)</b> For proposed changes Section 17.4.3.2.3.5	High	Low	Negative, Slight and Temporary / Short-Term
	<b>All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north</b>	High	Low	Negative, Slight and

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>of Broadstone</b> For proposed changes, see Section 17.4.3.2.3.6			Temporary / Short-Term
	<b>Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West)</b> For proposed changes, see Section 17.4.3.2.3.7	High	Low	Negative, Slight and Temporary / Short-Term
Protected Structures	<b>Adjacent to the Proposed Scheme (excluding Former Player's Factory)</b> For proposed changes, see Section 17.4.3.2.4.1	Very High	Low	Negative, Slight and Temporary / Short-Term
	<b>Former Player's Factory</b> For proposed changes, see Section 17.4.3.2.4.1	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Amenity Designations	<b>Amenities including:</b> <ul style="list-style-type: none"> <li>Albert College (Hampstead) Park; recreational open space at DCU Sports Campus / St. Clare's Nursing Home;</li> <li>open space along roadside at boundary with Albert College residential estate;</li> <li>open space, with railings at the junction of Ballymun Road / St. Mobhi Road;</li> <li>the Botanic Gardens; the River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge (St. Mobhi Road);</li> <li>King's Inns Park; open space at Father Matthew Square;</li> <li>Liffey Quays; St. Canice's Square, open spaces in Finn Eber and along Finglas Road at Finglas Village and Erin's Isle GAA Grounds; and</li> <li>Glasnevin Downs; Tolka Valley Park, and Clareville Grove / Claremont Lawns as well as a wide range of other landscape and open space areas located along the road corridor.</li> </ul> For proposed changes, see Section 17.4.3.2.5	High	Low	Negative, Slight and Temporary / Short-Term
	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes, see Section 17.4.3.2.5.1	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes, see Section 17.4.3.2.5.2	High	High	Negative, Significant and Temporary / Short-Term
	<b>Former Blessington Canal Spur at Royal Canal Bank an fronting Phibsboro (Phibsborough) Library</b> For proposed changes, see Section 17.4.3.2.5.3	Medium / High	Very High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes, see Section 17.4.3.2.5.4	Medium	High	Negative, Moderate and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<p><b>Mellowes Park</b> For proposed changes, see Section 17.4.3.2.5.5</p>	Medium	Low / Medium	Negative, Moderate and Temporary / Short-Term
	<p><b>Open Space at Finglas Place</b> For proposed changes, see Section 17.4.3.2.5.6</p>	Low / Medium	Medium	Negative, Moderate and Temporary / Short-Term
TPOs / Tree Preservation Objectives	None	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see section 17.4.3.2.7	High	Negligible	Neutral, Imperceptible and Temporary / Short-Term
Properties	<p><b>Part of residential property in temporary acquisition</b></p> <ul style="list-style-type: none"> <li>Nos. 34, 36 and 38 Bengal Terrace; Daneswell Place (under construction).</li> </ul> <p>For proposed changes, see Section 17.4.3.2.8</p>	High	High	Negative, Significant and Temporary / Short-Term
	<p><b>Non-residential properties included in temporary acquisition</b></p> <ul style="list-style-type: none"> <li>Scoil Chaitríona, St. Mobhi Road;</li> <li>CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>Home Farm Football Club pitch, St. Mobhi Road</li> <li>Whitehall College of Further Education, St. Mobhi Road;</li> <li>163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>21 / 22 Prospect Road;</li> <li>Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>Phibsborough Shopping Centre Car Park;</li> <li>Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>St Vincent's School, Finglas Road.</li> </ul> <p>For proposed changes, see Section 17.4.3.2.8</p>	High	High	Negative, Significant and Temporary / Short-Term
	<p><b>Properties located along, fronting and viewing the Proposed Scheme</b></p> <p>For proposed changes, see Section 17.4.3.2.8</p>	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
Trees and Vegetation	For proposed changes, see Section 17.4.3.2.9	Medium / High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term

#### 17.4.4 Operational Phase

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

- Alterations in the 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 that these aspects in themselves will give rise to significant landscape, townscape or visual effects. Changes in road corridors, including in traffic signalisation, signage, and in carriageway / parking allocation and traffic movements are a common and regular aspect of active road and traffic management for urban roads and streets. Therefore, these changes may be considered part and parcel of on-going or regular changes that may be expected to occur, and do occur, from time to time in any urban streetscape environment and such changes are considered as a low or negligible magnitude of change.

##### 17.4.4.1 Impact on Townscape and Streetscape Character

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

- Ballymun Road from St. Margaret's Road to Griffith Avenue:
  - Ballymun Road from St. Margaret's Road to the south of Ballymun District Centre (Gateway Avenue); and
  - Ballymun Road from south of Ballymun District Centre (Gateway Avenue) south to Griffith Avenue.
- St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner;
- Prospect Road, Phibsborough Road from Hart's Corner to Western Way;
- Constitution Hill and Church Street to Arran Quay; and
- Finglas Road from St. Margaret Road to Wellmount Road to Hart's Corner:
  - Finglas Road from St. Margaret's Road to Tolka Valley Road; and
  - Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of the Proposed Scheme).

###### 17.4.4.1.1 Ballymun Road from St. Margaret's Road to Griffith Avenue

###### 17.4.4.1.1.1 Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue)

The baseline townscape is of low sensitivity and the operation of the Proposed Scheme will involve minimal changes to the existing modern road infrastructure. The Operational Phase will not alter the overall existing townscape character along this section of the Proposed Scheme but will have localised positive effects on streetscape character along Ballymun Main Street. The positive effects from the urban realm improvements will increase over the long-term with the growth of proposed trees. The magnitude of change in the baseline environment will be medium / high.

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

#### 17.4.4.1.1.2 Ballymun Road from South of Ballymun District Centre (Gateway Avenue), South to Griffith Avenue

The baseline townscape is of medium sensitivity and the operation of the Proposed Scheme will involve minimal changes to the road infrastructure, with minor land acquisition from adjacent open spaces, and some remaining localised negative effects from the trees and plantings removed during the Construction Phase. The effects from removed trees will be negated over the long-term with the growth of replacement planting. Otherwise, the Operational Phase will not appreciably alter the existing townscape / streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

#### 17.4.4.1.2 St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner

The baseline townscape is of high to very high sensitivity and the operation of the Proposed Scheme will involve substantial changes along sections of the existing historic road corridor through established residential suburbs. These changes will be most pronounced along R108 St. Mobhi Road at Na Fianna and Home Farm Football Club sports grounds, where the existing boundary will be set back and mature trees will be removed leaving a noticeably more open aspect, and likewise at the former Player's Factory on R108 Botanic Road, where the boundary will also be set back. There will be the provision of some replacement street tree planting. South of the River Tolka on the western side of R108 St. Mobhi Road, a row of five existing street trees will be removed for road widening and new street trees will be planted along the road. Replacement tree planting will reduce effects over time as they mature. However, due to the size of trees lost this will occur over the long-term.

While the Operational Phase of the Proposed Scheme will not alter townscape character along this section of the Proposed Scheme, it will alter streetscape character through changes in property boundaries, loss of trees and vegetation and through general standardisation and localised widening of the road corridor. The magnitude of change in the baseline environment will be medium / high.

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

#### 17.4.4.1.3 Prospect Road, Phibsborough Road from Hart's Corner to Western Way

The baseline townscape is of high sensitivity and the operation of the Proposed Scheme will involve some substantial changes in the urban realm, most notably in the provision of two new cycle / pedestrian bridges over the Royal Canal and the adjacent railway, east of Cross Guns Bridge and in the provision of a new cycle / pedestrian underpass under R101 North Circular Road at Phibsboro (Phibsborough) Library. There will be improvements to the streetscape on R108 Phibsborough Road with urban realm proposals including the removal of car parking and the provision of new tree planting which will improve the setting of Phibsborough Shopping Centre, and the provision of a new public space / pocket park adjacent to Broadstone Depot. The positive effects will increase over the long-term with the growth of the new planting. The magnitude of change along the main corridor of the Proposed Scheme will be medium, while the magnitude of change crossing the Royal Canal and at Phibsboro (Phibsborough) Library will be high.

The potential townscape / streetscape and visual effect of the Operational Phase is assessed to be Positive, Moderate and Short-Term on the townscape area overall, becoming Positive, Moderate / Significant and Long-Term.

The effect of the Operational Phase locally at Phibsboro (Phibsborough) Library and its associated open space has the potential to be Negative, Very Significant and Short-Term. The effect at Phibsboro (Phibsborough) Library will become Neutral and Significant, over the Long-Term, as the proposed trees establish to a similar scale and maturity as the existing trees.

#### 17.4.4.1.4 Constitution Hill and Church Street to Arran Quay

The baseline townscape is of medium sensitivity and the operation of the Proposed Scheme will involve minimal changes along the existing road infrastructure through this established City Centre area. There will be the introduction of replacement trees at the open space at Constitution Hill, new trees on Church Street Upper and improved urban realm to the front of the Capuchin Friary and St. Michan's Church. The magnitude of change in the baseline environment will be low / medium.

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

#### 17.4.4.1.5 Finglas Road from St. Margaret's Road to Wellmount Road to Hart's Corner

##### 17.4.4.1.5.1 Finglas Road from St. Margaret's Road to Tolka Valley Road

The baseline townscape is of low sensitivity and the operation of the Proposed Scheme will involve minimal changes to the existing modern road infrastructure. The Operational Phase will not alter the overall existing townscape / streetscape character along this section of the Proposed Scheme. The magnitude of change in the baseline environment will be low.

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

##### 17.4.4.1.5.2 Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to Ballymun Section of Proposed Scheme)

The baseline townscape is of medium to high sensitivity and the operation of the Proposed Scheme will involve some changes along an existing mainly dual carriageway. These changes will be most pronounced where there will be loss of trees during the Construction Phase, the effects of which will continue into the Operational Phase, most notably at St. Vincent's School, central medians and to a lesser extent at Bengal Terrace. Replacement tree planting will establish and neutralise effects on this townscape area in the long-term but localised negative effects on townscape at St. Vincent's School will remain. There will be a notable improvement in the streetscape on the section of R135 Finglas Road adjacent to Glasnevin Cemetery with the provision of tree planting and urban realm proposals. The Operational Phase will not notably alter the existing townscape or overall streetscape character along this section the Proposed Scheme. The magnitude of change in the baseline environment will be medium.

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

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

##### 17.4.4.2.1 ACAs

###### 17.4.4.2.1.1 Prospect Square / De Courcy Square ACA

The operation of the Proposed Scheme will not impact on the Prospect Square / De Courcy Square and Environs ACA. The magnitude will be negligible.

The potential townscape / streetscape and visual impact of the Operational Phase at Prospect Square / De Courcy Square and Environs ACA is assessed to be Neutral, Not Significant and Short-Term and will remain the same into the Long-Term.

###### 17.4.4.2.1.2 Phibsborough Centre ACA

The provision of the new cycle and pedestrian underpass under R101 North Circular Road will represent a major change to the portion within Phibsborough Centre ACA at Phibsboro (Phibsborough) Library and either side of R101 North Circular Road (a section of the former Blessington Canal spur). This will include continued

effects from the removal of existing mature and early-mature trees during the Construction Phase, which are currently prominent in the streetscape. These trees are important features in an area mostly devoid of large trees. They form focal points in views from other areas of the ACA, particularly along R101 North Circular Road, and partly screen the unsightly eastern elevation of Former Des Kelly / State Cinema building. There will also be changes to footpaths, boundaries, and the relocation of the Irish Volunteers Memorial statue, and provision of new trees and grassed areas. There will be a local improvement to the streetscape at the junction of R108 Phibsborough Road and R101 North Circular Road with the provision of sett paving across the junction, which will complement the surrounding architecture of the ACA, enhance sense of place, and enhance pedestrian connectivity and safety. Improvements outside of the ACA along R108 Phibsborough Road will also enhance the setting of the ACA. The magnitude of change in the Phibsborough Centre ACA will be high (refer also to Chapter 16 (Architectural Heritage) for further details).

The potential townscape / streetscape and visual effect of the Operational Phase at Phibsborough Centre ACA (including Phibsboro (Phibsborough) Library and the former Blessington Canal spur) is assessed to be Negative, Significant and Short-Term. This effect will become positive over the long-term, as proposed trees establish to a similar maturity as existing trees, becoming Neutral, Significant and Long-Term.

#### 17.4.4.2.2 Conservation Areas

Conservation Areas of very high sensitivity are located at Botanic Gardens and at the River Tolka Valley (including the northern part of Glasnevin Cemetery). Amenities of high sensitivity are located at the Royal Canal, Broadstone, King's Inns, St. Canice's Church Grounds, St. Canice's Square and Rosehill House (Finglas).

The operation of the Proposed Scheme will result in no changes to the boundaries, characteristics or features of the Conservation Areas, with the exception of at the Royal Canal where two new cycle / pedestrian bridges are proposed to the east of Cross Guns Bridge across the canal and the adjacent railway line south of Whitworth Road. The new pedestrian / cycle bridge over the Royal Canal will have a direct impact on views to and from the canal. However, while it will be a new structure, it will not detract from views to and from the canal or from the character of the canal corridor. The magnitude of change in the baseline environment will be negligible but locally medium at the Royal Canal.

The potential townscape / streetscape and visual effect of the Operational Phase on other Conservation Areas is assessed to be Neutral, Not Significant and Short-Term, but Neutral, Moderate and Short-Term at the Royal Canal. These effects will remain the same into the Long-Term.

#### 17.4.4.2.3 Residential Conservation Areas

Residential Conservation Areas of high sensitivity are located at:

- Hampstead Avenue;
- St. Mobhi Road / Botanic Avenue, Botanic Road and Botanic Road / Iona Road / Lindsay Road;
- Prospect Way / DeCourcy Square;
- Finglas Road (Bengal Terrace, 11 to 47 Finglas Road (odd nos. only, west side);
- Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Road);
- All Saint's Church and School; residential terraces along R108 Phibsborough Road / Royal Canal Terrace, north of Broadstone; and
- Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West).

While the operation of the Proposed Scheme will cross Tolka Valley and will run alongside other designated Residential Conservation Areas, the Operational Phase will not directly impact on the key characteristics or the landscape and visual setting of the majority of these Residential Conservation Areas. The Operational Phase will result in the minor permanent acquisition and set back of the boundary at properties No. 34, 36 and 38, Bengal Terrace. The magnitude of change at Residential Conservation Areas will be low.

The potential effect on Bengal Terrace is assessed to be Negative, Slight and Short-Term, becoming Neutral, Slight and Long-Term. The potential townscape / streetscape and visual effect of the Operational Phase on other Residential Conservation Areas is assessed to be Neutral, Slight and Short-Term becoming Neutral, Imperceptible and Long-Term.

#### 17.4.4.2.4 Protected Structures

Protected structures along the Proposed Scheme include Albert Cottages and outbuildings (within Albert College Park), Hampstead House, Botanic House, features within the Botanic Gardens, the former Player's Factory on R108 Botanic Road, a variety of structures along R108 Phibsborough Road, Grangegorman, Broadstone, King's Inns, Church Street, St. Canice's Church Barrack Lane, Woodland Lodge and Glasnevin Cemetery, which are of very high sensitivity. With the exception of the former Player's Factory, the magnitude of change for the protected structures will be low (refer also to Chapter 16 (Architectural Heritage) for further detail).

The potential townscape / streetscape and visual effect of the Operational Phase on Protected Structures (other than the former Player's Factory) is assessed to be Neutral, Slight and Short-Term, becoming Neutral, Not-Significant and Long-Term.

##### 17.4.4.2.4.1 Former Player's Factory

The boundary of the former Player's Factory, which is of very high sensitivity, will be set back during the Operational Phase of the Proposed Scheme. The magnitude of change will be medium. The potential effect is assessed to be Neutral, Moderate and Short-Term becoming Neutral, Slight / Moderate and Long-Term.

#### 17.4.4.2.5 Amenity Designations

A number of amenities are located along the Proposed Scheme corridor. These include areas of high sensitivity such as the River Tolka / Royal Canal corridors, Albert College / Hampstead Park grounds, the Botanic Gardens, the sports grounds at Na Fianna / Home Farm Football Club, the open space along the corridor of the former Blessington Canal spur at Royal Canal Bank, Glasnevin Cemetery and the open space at Claremont Lawns.

The operation of the Proposed Scheme will be located on the existing road corridors, adjacent to these amenities, and will either have no direct impact on the amenities or their visual setting or will impact with minor land take and / or loss of a small number of trees. These amenities include Albert College (Hampstead) Park; the recreational open space at DCU Sports Campus / St. Clare's Nursing Home; the open space along the roadside at the boundary with Albert College residential estate, the open space with railings at the junction of R108 Ballymun Road / R108 St. Mobhi Road, the Botanic Gardens, the River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge (R108 St. Mobhi Road), the open space at Former Blessington Canal Spur on Royal Canal Bank, King's Inns Park, the open space at Father Matthew Square, Liffey Quays, Mellowes Park, the open space at Finglas Place, St. Canice's Square, open spaces in Finn Eber and along the R135 Finglas Road at Finglas Village and Erin's Isle GAA Grounds, Glasnevin Downs, Tolka Valley Park, and Claremont Lawns / Clareville Grove as well as a wide range of other landscape and open space areas located along the road corridor. Any effects will be reduced through the establishment of reinstated landscape over the long-term. In these instances the magnitude of change will be low.

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

##### 17.4.4.2.5.1 St. Mobhi Road / Na Fianna / Home Farm Football Club

The operation of the Proposed Scheme will leave a direct impact on sections of existing high sensitivity verges (with mature trees) along R108 St. Mobhi Road and at the junction with R102 Griffith Avenue, most notably in the loss of six early-mature / mature street trees adjacent to the road and several large conifers within the curtilage at Na Fianna and Home Farm Football Club sports grounds. Although these conifers provide a visual benefit to the streetscape, they are of variable condition and overshadow existing adjacent street trees and their

removal will allow better establishment of the street trees. There will also be the provision of replacement street trees. The magnitude of change will be high.

The potential townscape / streetscape and visual effect of the Operational Phase on these amenities is assessed to be Negative, Significant and Short-Term, becoming Neutral, Moderate / Significant and Long-Term. This effect will become neutral over the long-term as proposed trees establish to a similar maturity as existing trees.

#### 17.4.4.2.5.2 Royal Canal

The operation of the Proposed Scheme will include a new cycle / pedestrian bridge over the Royal Canal, east of Cross Guns Bridge, and a new cycle / pedestrian bridge over the adjacent railway along Whitworth Road, which will adjoin the towpath. The new cycle / pedestrian bridge, which will cross the Royal Canal at an oblique angle, will change the visual setting of this section of high sensitivity canal and views to and from the east side of Cross Guns Bridge. However, neither of the structures are uncharacteristic or unsightly and therefore will not negatively impact on the characteristics of the canal corridor. The magnitude of change along this section will be medium.

The potential townscape / streetscape and visual effect of the Operational Phase on a short section of the Royal Canal is assessed to be Neutral, Moderate and Short-Term, remaining the same into the Long-Term.

#### 17.4.4.2.5.3 Former Blessington Canal Spur at Royal Canal Bank and Fronting Phibsboro (Phibsborough) Library

The operation of the Proposed Scheme will have a direct impact on the existing linear open space, of medium / high sensitivity, along the former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library, to either side of R101 North Circular Road. The Proposed Scheme will provide for a new cycle / pedestrian underpass under R101 North Circular Road (at the location of the former Blaquiery Bridge). This will involve residual changes to the open space, including regrading, loss of mature trees, repositioning of the Irish Volunteers Memorial statue, changes to access routes, and the provision of replacement tree planting. The magnitude of change along this section of open space will be very high, but the design will provide for enhanced pedestrian and cycle connectivity along an historic canal corridor.

The potential townscape / streetscape and visual effect of the Operational Phase on the open space at the former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library is assessed to be Negative, Very Significant and Short-Term. This effect will become Neutral, Significant and Long-Term as proposed trees establish to a similar maturity as existing trees.

#### 17.4.4.2.5.4 Constitution Hill Flats on Constitution Hill

The operation of the Proposed Scheme will have a direct impact on the existing tree-lined open space of medium sensitivity fronting Constitution Hill Flats on R108 Constitution Hill. During the Construction Phase, provision of the new cycleway / footpath through and behind (west) the prominent line of young plane trees, will result in a loss of trees, the effect of which will continue into the Operational Phase. The effects will be negated over the long-term with the growth of replacement tree planting. The magnitude of change along this section will be high.

The potential townscape / streetscape and visual effect of the Operational Phase on the tree-lined verge at the Constitution Hill Flats is assessed to be Negative, Moderate and Short-Term, becoming Neutral, Moderate and Long-Term.

#### 17.4.4.2.6 TPOs / Tree Preservation Objectives

There are no TPO or tree preservation objectives pertaining to the Operational Phase of the Proposed Scheme. There will therefore be no impact on TPOs or tree preservation objectives.

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

There are two indicative views and prospects listed in the DCDP (DCC 2016a) which look along the Liffey Quays towards the Proposed Scheme at Arran Quay / Ormond Quay, namely from Victoria Quay and from the vicinity of Wellington Quay. However, the Proposed Scheme will be distant and screened by planting and the surrounding built form, due to the curved nature of the river corridor. Other than these views along the Liffey Quays, there will be no preserved views or scenic views pertaining to the construction works area of the Proposed Scheme. There will be no impacts on these high sensitivity preserved views or scenic views. The magnitude of change in will be negligible.

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

#### 17.4.4.2.8 Properties

Temporary land acquisition from the Construction Phase will be returned to the property owners, and boundaries and landscape features within the temporary land acquisition will be reinstated by the start of the Operational Phase. In other locations, the land acquisition will be permanent, and boundaries will be set back, with the loss of property. The sensitivity of residential and non-residential properties is high.

The Proposed Scheme will require permanent land acquisition from four residential properties: Nos. 34, 36 and 38 Bengal Terrace; and Daneswell Place (under construction). There will be permanent loss of property due to the relocation of the roadside boundary walls and railings and entrances gates, together with the loss of areas of existing garden lawn within the permanent land acquisition areas. However, the areas of land lost will be relatively minor in relation to the overall garden areas. The magnitude of change for the properties with permanent land acquisition will be medium.

The potential townscape / streetscape and visual effect of the Operational Phase on residential properties with permanent land acquisition is assessed be Negative, Moderate and Short-Term, remaining the same into the Long-Term.

The Proposed Scheme will require permanent land acquisition from a number of non-residential properties, including commercial properties:

- Scoil Chaitríona, St. Mobhi Road;
- CLG Na Fianna Sports Ground, St. Mobhi Road;
- Home Farm Football Club pitch, St. Mobhi Road
- Whitehall College of Further Education, St. Mobhi Road;
- 163 to 169 St. Mobhi Road (footpath areas in front of businesses);
- Botanic Business Centre (former Cahill Printers), Botanic Road;
- 21 / 22 Prospect Road;
- Forecourt area at The Bernard Shaw Public House, Prospect Road;
- Phibsborough Shopping Centre Car Park;
- Green Area at former service station at Slaney Road and Finglas Road Junction; and
- St Vincent's School, Finglas Road.

The magnitude of change for the non-residential properties with permanent land acquisition will be medium.

The potential townscape / streetscape and visual effects of the Operational Phase on non-residential properties with permanent land acquisition is assessed to be Negative, Moderate and Short-Term, remaining the same into the Long-Term.

In addition to those properties directly affected through permanent land acquisition of private areas, the operation of the Proposed Scheme will also result in visual impacts for other residential properties located along, fronting and viewing the Proposed Scheme. Impacts will arise from the general change in the road corridor, urban realm and traffic patterns. Effects will be reduced over the long-term with the establishment of

vegetation and the general increase in acceptance of the changes over time. The magnitude of change will be medium.

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

#### 17.4.4.2.9 Trees and Vegetation

A number of trees and other planting, of medium / high sensitivity, will have been removed during the Construction Phase. The Operational Phase of the Proposed Scheme will not impact directly on additional trees but there will be continued effects resulting from the losses during construction. There will be continued effects at specific locations along the road corridor, including within road medians and at junctions, within landscape areas and open space areas, including at Phibsboro (Phibsborough) Library and within private properties. These effects will become neutral over the long-term as proposed trees establish to a similar maturity as existing trees. The magnitude of change will be low / medium.

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

#### 17.1.1.1 Potential Benefits

With the landscape measures incorporated into the design of the Proposed Scheme, there will be the potential for a beneficial effect to the fabric and character of the receiving landscape / townscape. Measures include for improvements to the streetscape in several locations along the Proposed Scheme. These include new or improved footpath and cycle routes, improved or more visually appealing hard surfacing, street furniture and planting, including opportunities for incorporation of biodiversity and SUDS. These will result in minor localised improvements to streetscape character across the Proposed Scheme, such as at junctions with improved pedestrian and cycle access and the provision of new planting areas, trees and high-quality paving. The Proposed Scheme will result in improvements to streetscape at locations including through the centre of Ballymun District Centre, at the junction of Botanic Avenue and R108 Botanic Road, between R108 Prospect Road and Whitworth Road, at Hart's Corner in Phibsborough Village, at Phibsborough Shopping Centre, at the proposed small open space at R108 Constitution Hill, and on public footpaths fronting the Capuchin Friary and St. Michan's Church.

#### 17.4.4.3 Summary of Potential Operational Phase Impacts

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

**Table 17.8: Summary of Potential Operational Phase Impacts (at 1 Year Post-Construction Phase)**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
	<b>Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue)</b> For proposed changes see Section 17.4.4.1.1.1	Low	Medium / High	Positive, Slight / Moderate and Short-Term
	<b>Ballymun Road from South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue</b> For proposed changes see Section 17.4.4.1.1.2	Medium	Low	Negative, Slight and Short-Term
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner.</b>	High / Very High	Medium / High	Negative, Moderate /

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	For proposed changes see Section 17.4.4.1.2			Significant Short-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.4.1.3	High	Medium (High at Phibsboro Library)	Positive, Moderate and Short-Term (Negative, Very Significant and Short-Term at Phibsboro Library)
	<b>Constitution Hill and Church Street to Arran Quay</b> For proposed changes see Section 17.4.4.1.4	Medium	Low / Medium	Positive, Slight / Moderate and Short-Term
	<b>Finglas Road from St. Margaret's Road to Tolka Valley Road</b> For proposed changes see Section 17.4.4.1.5.1	Low	Low	Negative, Slight and Short-Term
	<b>Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme).</b> For proposed changes see Section 17.4.4.1.5.2	Medium / High	Medium	Negative, Moderate and Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
ACAs	<b>Prospect Square / De Courcy Square and Environs ACA</b> For proposed changes see Section 17.4.4.2.1.1	Very High	Negligible	Neutral, Not Significant and Short-Term
	<b>Phibsborough Centre ACA</b> For proposed changes see Section 17.4.4.2.1.2	Very High	High	Negative, Significant and Short-Term
Conservation Areas	<b>Botanic Gardens and River Tolka Valley, Blessington Street Basin, Broadstone, Constitution Hill, King's Inn, Smithfield, Liffey Quays, St. Canice's Church Grounds, St. Canice's Square and Rosehill House (Finglas)</b> For proposed changes see Section 17.4.4.2.2	High / Very High	Negligible	Neutral, Not Significant and Short-Term
	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.2	High	Medium	Neutral, Moderate and Short-Term
Residential Conservation Areas	<b>Residential Conservation Areas:</b> Hampstead Avenue. St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road. Prospect Way, De Courcy Square. Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane). All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north of Broadstone. Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West) For proposed changes see Section 17.4.4.2.3	High	Low	Neutral, Slight and Short-Term
	<b>Finglas Road (Bengal Terrace, 11-47 Finglas Road (odd nos. only, west side))</b> For proposed changes see Section 17.4.4.2.3	High	Low	Negative, Slight and Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
Protected Structures	<b>Protected Structures</b> including: Albert Cottages and outbuildings (within Albert College Park), Hampstead House, Botanic House, features within the Botanic Gardens, a variety of structures along Phibsborough Road, Grangegorman, Broadstone, King's Inn, Church Street, St. Canice's Church Barrack Lane, Woodland Lodge, Glasnevin Cemetery. For proposed changes see Section 17.4.4.2.4	Very High	Low	Neutral, Slight and Short-Term
	<b>Former Player's Factory</b> For proposed changes see Section 17.4.4.2.4	Very High	Medium	Neutral, Moderate and Short-Term
Amenity Designations	<b>Amenities including:</b> Albert College (Hampstead) Park; recreational open space at DCU Sports Campus / St. Clare's Nursing Home; Open space along roadside at boundary with Albert College residential estate; Open space, with railings at the junction of Ballymun Road / St. Mobhi Road; the Botanic Gardens; the River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge ( St. Mobhi Road); King's Inns Park; open space at Father Matthew Square; Liffey Quays; St. Canice's Square, open spaces in Finn Eber and along Finglas Road at Finglas Village and Erin's Isle GAA Grounds; Glasnevin Downs; Tolka Valley Park, and Clareville Grove as well as a wide range of other landscape and open space areas located along the road corridor.	High	Low	Negative, Slight and Short-Term
	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes see Section 17.4.4.2.5.1	High	High	Negative, Significant and Short-Term
	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.5.2	High	Medium	Neutral, Moderate and Short-Term
	<b>Former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough)Library</b> For proposed changes see Section 17.4.4.2.5.3	Medium / High	Very High	Negative, Very Significant and Short-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes see Section 17.4.4.2.5.4	Medium	High	Negative, Moderate and Short-Term
TPOs	None	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see section 17.4.4.2.7	High	Negligible	Neutral, Imperceptible and Short-Term
Properties	<b>Part of residential property in permanent acquisition</b> Nos. 34, 36 and 38 Bengal Terrace; Daneswell Place (under construction). For proposed changes see Section 17.4.4.2.8	High	Medium	Negative, Moderate and Short-Term
	<b>Non-residential properties included in permanent acquisition</b> <ul style="list-style-type: none"> <li>• Scoil Chaitríona, St. Mobhi Road;</li> <li>• CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>• Home Farm Football Club pitch, St. Mobhi Road</li> </ul>	High	Medium	Negative, Moderate and Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<ul style="list-style-type: none"> <li>Whitehall College of Further Education, St. Mobhi Road;</li> <li>163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>21 / 22 Prospect Road;</li> <li>Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>Phibsborough Shopping Centre Car Park;</li> <li>Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>St Vincent's School, Finglas Road.</li> </ul> <p>For proposed changes see Section 17.4.4.2.8</p>			
	<p><b>Properties located along, fronting and viewing the Proposed Scheme</b></p> <p>For proposed changes see Section 17.4.4.2.8</p>	High	Medium	Neutral, Moderate and Short-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	Medium / High	Low / Medium	Negative, Moderate and 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 Proposed 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 the 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. This is of particular note where mature trees are a prominent and valuable asset within the urban realm such as within the grounds of King's Inns or generally along roads and within medians. 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 (BCIDD-ROT-ENV\_LA-0304\_XX\_00-DR-LL-9001 in Volume 3 of this EIAR). The Arboricultural Impact Assessment prepared for the Proposed

Scheme will be fully updated by the appointed contractor at the end of the Construction Phase and made available, with any recommendations for on-going monitoring of retained trees during the Operational Phase;

- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8), 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 the commencement of construction works;
- Where properties are subject to permanent and / or temporary acquisition (as listed in Section 17.4.3.2.8), appropriate measures will be put in place by the appointed contractor to provide for the 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 boundary features, gates, railings, archways of heritage importance (and which contribute to landscape value) are to be affected by the works, mitigation measures should follow those outlined in Chapter 16 (Architectural Heritage); and
- Appropriate access to amenities and public open spaces shall be maintained by the appointed contractor, where possible.

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.

#### 17.5.1.1 Summary of Construction Phase Impacts Post-Mitigation

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

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
	<b>Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue).</b> For proposed changes, see Section 17.4.3.1.1	Low	Low	Negative, Slight and Temporary / Short-Term
	<b>Ballymun Road from the South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue.</b> For proposed changes, see Section 17.4.3.1.2	Medium	Low	Negative, Moderate and Temporary / Short-Term
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b> (locally at Na Fianna and Home Farm FC, and on the western side south of the Tolka River). For proposed changes, see Section 17.4.3.1.3	High / Very High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.3.1.4	High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill and Church Street to Arran Quay</b> For proposed changes, see Section 17.4.3.1.5	Medium	Medium	Negative, Significant and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>Finglas Road from St Margaret's Road to Tolka Valley Road</b> For proposed changes, see Section 17.4.3.1.6.1	Low	Low	Negative, Slight and Temporary / Short-Term
	<b>Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme)</b> For proposed changes, see Section 17.4.3.1.6.2	Medium / High	Low	Negative, Slight / Moderate and Temporary / Short-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
ACA	<b>Prospect Square / De Courcy Square and Environs ACA</b> For proposed changes, see Section 17.4.3.2.1.1	Very High	Low	Neutral, Slight and Temporary / Short-Term
	<b>Phibsborough Centre ACA</b> For Proposed changes, see Section 17.4.3.2.1.2	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Conservation Areas	<b>Botanic Gardens and River Tolka Valley</b> For proposed changes, see Section 17.4.3.2.2.1	Very High	Low	Neutral, Moderate and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes, see Section 17.4.3.2.2.2	High	High	Negative, Significant and Temporary / Short-Term
	<b>Blessington Street Basin</b> For proposed changes, see Section 17.4.3.2.2.3	High	Negligible	Negative, Not Significant and Temporary / Short-Term
	<b>Constitution Hill</b> For proposed changes, see Section 17.4.3.2.2.4	High	Low	Negative, Slight and Temporary / Short-Term
	<b>King's Inns</b> For proposed changes, see Section 17.4.3.2.2.5	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Smithfield (eastern extent at Church Street)</b> For proposed changes Section 17.4.3.2.2.6	High	Negligible	Negative, Not Significant and Temporary / Short-Term
	<b>River Liffey Quays (junction of Church Street / Arran Quay / Inns Quay)</b> For proposed changes, see Section 17.4.3.2.2.7	High	Negligible	Negative, Not Significant and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>St. Canice's Church Grounds, St. Canice's Square and Rosehill House</b> For proposed changes, see Section 17.4.3.2.2.8	High	Low	Negative, Slight and Temporary / Short-Term
Residential Conservation Areas	<b>Hampstead Avenue</b> For proposed changes, see Section 17.4.3.2.3.1	High	Low	Negative, Slight and Temporary / Short-Term
	<b>St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road</b> For proposed changes, see Section 17.4.3.2.3.2	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Prospect Way / DeCourcy Square</b> For proposed changes, see Section 17.4.3.2.3.3	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Finglas Road (Bengal Terrace, 11-47 Finglas Road (odd nos. only, west side))</b> For proposed changes, see Section 17.4.3.2.3.4	High	Medium / High	Negative, Significant and Temporary / Short-Term
	<b>Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane)</b> For proposed changes Section 17.4.3.2.3.5	High	Low	Negative, Slight and Temporary / Short-Term
	<b>All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north of Broadstone</b> For proposed changes, see Section 17.4.3.2.3.6	High	Low	Negative, Slight and Temporary / Short-Term
	<b>Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West)</b> For proposed changes, see Section 17.4.3.2.3.7	High	Low	Negative, Slight and Temporary / Short-Term
Protected Structures	<b>Adjacent to the Proposed Scheme (excluding Former Player's Factory)</b> For proposed changes, see Section 17.4.3.2.4.1	Very High	Low	Negative, Slight and Temporary / Short-Term
	<b>Former Player's Factory</b> For proposed changes, see Section 17.4.3.2.4.1	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Amenity Designations	<b>Amenities including:</b> <ul style="list-style-type: none"> <li>Albert College (Hampstead) Park; recreational open space at DCU Sports Campus / St. Clare's Nursing Home;</li> <li>open space along roadside at boundary with Albert College residential estate;</li> <li>open space, with railings at the junction of Ballymun Road / St. Mobhi Road;</li> <li>the Botanic Gardens; the River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge (St.</li> </ul>	High	Low	Negative, Slight and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	Mobhi Road); <ul style="list-style-type: none"> <li>King's Inns Park; open space at Father Matthew Square;</li> <li>Liffey Quays; St. Canice's Square, open spaces in Finn Eber and along Finglas Road at Finglas Village and Erin's Isle GAA Grounds; and</li> <li>Glasnevin Downs; Tolka Valley Park, and Clareville Grove / Claremont Lawns as well as a wide range of other landscape and open space areas located along the road corridor.</li> </ul> For proposed changes, see Section 17.4.3.2.5			
	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes, see Section 17.4.3.2.5.1	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes, see Section 17.4.3.2.5.2	High	High	Negative, Significant and Temporary / Short-Term
	<b>Former Blessington Canal Spur at Royal Canal Bank an fronting Phibsboro (Phibsborough) Library</b> For proposed changes, see Section 17.4.3.2.5.3	Medium / High	Very High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes, see Section 17.4.3.2.5.4	Medium	High	Negative, Moderate and Temporary / Short-Term
	<b>Mellowes Park</b> For proposed changes, see Section 17.4.3.2.5.5	Medium	Low / Medium	Negative, Moderate and Temporary / Short-Term
	<b>Open Space at Finglas Place</b> For proposed changes, see Section 17.4.3.2.5.6	Low / Medium	Medium	Negative, Moderate and Temporary / Short-Term
TPOs / Tree Preservation Objectives	None	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	For proposed changes see section 17.4.3.2.7	High	Negligible	Neutral, Imperceptible and Temporary / Short-Term
Properties	<b>Part of residential property in temporary acquisition</b> <ul style="list-style-type: none"> <li>Nos. 34, 36 and 38 Bengal Terrace; Daneswell Place (under construction).</li> </ul> For proposed changes, see Section 17.4.3.2.8	High	High	Negative, Significant and Temporary / Short-Term
	<b>Non-residential properties included in temporary acquisition</b> <ul style="list-style-type: none"> <li>Scoil Chaitríona, St. Mobhi Road;</li> <li>CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>Home Farm Football Club pitch, St. Mobhi Road</li> </ul>	High	High	Negative, Significant and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<ul style="list-style-type: none"> <li>• Whitehall College of Further Education, St. Mobhi Road;</li> <li>• 163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>• Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>• 21 / 22 Prospect Road;</li> <li>• Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>• Phibsborough Shopping Centre Car Park;</li> <li>• Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>• St. Vincent's School, Finglas Road.</li> </ul> <p>For proposed changes, see Section 17.4.3.2.8</p>			
	<p><b>Properties located along, fronting and viewing the Proposed Scheme</b></p> <p>For proposed changes, see Section 17.4.3.2.8</p>	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
Trees and Vegetation	For proposed changes, see Section 17.4.3.2.9	Medium / High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term

## 17.5.2 Operational Phase

The design process of the Proposed Scheme has considered the potential for negative landscape (townscape) and visual effects. Opportunities to avoid, reduce or remediate these have been taken wherever practicable, and landscape measures are integrated within the design as far as possible. It should be noted that, wherever practicable, the Proposed Scheme proposes improvements to key locations of the townscape / streetscape, as described in Section 17.4.1.4. 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 the 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 the loss of mature trees in the short / medium-term.

### 17.5.2.1 Summary of Operational Phase Impacts Post-Mitigation

A summary of the predicted Operational Phase townscape / streetscape and visual impacts, following the implementation of mitigation and monitoring measures is set out in Table 17.10.

**Table 17.10: Summary of Predicted Operational Phase Impacts (at 1 and 15 Years Post-Completion Phase)**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 1-Year Post-Construction)	Significance and Quality of Effects (with Establishment of Landscaping at 15 Years Post-Construction)
<b>Townscape and Streetscape Character</b>					
	<b>Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue)</b> For proposed changes see Section 17.4.4.1.1.1	Low	Medium / High	Positive, Slight / Moderate and Short-Term	Positive, Moderate and Long-Term
	<b>Ballymun Road from South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue</b> For proposed changes see Section 17.4.4.1.1.2	Medium	Low	Negative, Slight and Short-Term	Neutral, Slight and Long-Term
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b> For proposed changes see Section 17.4.4.1.2	High / Very High	Medium / High	Negative, Moderate / Significant Short-Term	Negative, Moderate and Long-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.4.1.3	High	Medium (High at Phibsboro Library)	Positive, Moderate and Short-Term (Negative, Very Significant and Short-Term at Phibsboro Library)	Positive, Moderate / Significant and Long-Term (Neutral, Significant and Long-Term at Phibsboro Library)
	<b>Constitution Hill and Church Street to Arran Quay</b> For proposed changes see Section 17.4.4.1.4	Medium	Low / Medium	Positive, Slight / Moderate and Short-Term	Positive, Moderate and Long-Term
	<b>Finglas Road from St. Margaret's Road to Tolka Valley Road</b> For proposed changes see Section 17.4.4.1.5.1	Low	Low	Negative, Slight and Short-Term	Neutral, Imperceptible and Long-Term
	<b>Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme).</b> For proposed changes see Section 17.4.4.1.5.2	Medium / High	Medium	Negative, Moderate and Short-Term	Neutral, Moderate and Long-Term
<b>Streetscape Characteristics and Visual Impacts</b>					
ACAs	<b>Prospect Square / De Courcy Square and Environs ACA</b> For proposed changes see Section 17.4.4.2.1.1	Very High	Negligible	Neutral, Not Significant and Short-Term	Neutral, Not Significant and Long-Term
	<b>Phibsborough Centre ACA</b> For proposed changes see Section 17.4.4.2.1.2	Very High	High	Negative, Significant and Short-Term	Positive, Significant and Long-Term
Conservation Areas	<b>Conservation Areas:</b> Botanic Gardens and River Tolka Valley, Blessington Street Basin, Broadstone, Constitution Hill, King's Inn, Smithfield, Liffey Quays, St. Canice's Church Grounds, St. Canice's Square and Rosehill House (Finglas) For proposed changes see Section 17.4.4.2.2	High / Very High	Negligible	Neutral, Not Significant and Short-Term	Neutral, Not Significant and Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 1-Year Post-Construction)	Significance and Quality of Effects (with Establishment of Landscaping at 15 Years Post-Construction)
	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.2	High	Medium	Neutral, Moderate and Short-Term	Neutral, Moderate and Long-Term
Residential Conservation Areas	<b>Residential Conservation Areas:</b> Hampstead Avenue. St. Mobhi Road / Botanic Avenue, Botanic Road, and Botanic Road / Iona Road / Lindsay Road. Prospect Way, De Courcy Square. Phibsborough Road, north of Phibsborough Shopping Centre (Leinster Street North, Munster Street, Connaught Street, Enniskerry Road, Royse Road, Devery's Lane). All Saint's Church and School; residential terraces along Phibsborough Road / Royal Canal Terrace, north of Broadstone. Father Matthew Square, Church Road (Stirrup Road, New Street North, Church Terrace, Church Avenue West) For proposed changes see Section 17.4.4.2.3	High	Low	Neutral, Slight and Short-Term	Neutral, Imperceptible and Long-Term
	<b>Finglas Road (Bengal Terrace, 11-47 Finglas Road (odd nos. only, west side))</b> For proposed changes see Section 17.4.4.2.3	High	Low	Negative, Slight and Short-Term	Neutral, Slight and Long-Term
Protected Structures	<b>Protected Structures</b> including: Albert Cottages and outbuildings (within Albert College Park), Hampstead House, Botanic House, features within the Botanic Gardens, a variety of structures along Phibsborough Road, Grangegorman, Broadstone, King's Inn, Church Street, St. Canice's Church Barrack Lane, Woodland Lodge, Glasnevin Cemetery. For proposed changes see Section 17.4.4.2.4	Very High	Low	Neutral, Slight and Short-Term	Neutral, Not-Significant and Long-Term
	<b>Former Player's Factory</b> For proposed changes see Section 17.4.4.2.4.1	Very High	Medium	Neutral, Moderate and Short-Term	Neutral, Slight / Moderate and Long-Term
Amenity Designations	<b>Amenities including:</b> Albert College (Hampstead) Park; recreational open space at DCU Sports Campus / St. Clare's Nursing Home; Open space along roadside at boundary with Albert College residential estate; Open space, with railings at the junction of Ballymun Road / St. Mobhi Road; the Botanic Gardens; the River Tolka Valley at Glasnevin Bridge and Dean Swift Bridge ( St. Mobhi Road); King's Inns Park;	High	Low	Negative, Slight and Short-Term	Negative, Imperceptible and Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 1-Year Post-Construction)	Significance and Quality of Effects (with Establishment of Landscaping at 15 Years Post-Construction)
	open space at Father Matthew Square; Liffey Quays; St. Canice's Square, open spaces in Finn Eber and along Finglas Road at Finglas Village and Erin's Isle GAA Grounds; Glasnevin Downs; Tolka Valley Park, and Clareville Grove as well as a wide range of other landscape and open space areas located along the road corridor. For proposed changes see Section 17.4.4.2.5				
	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes see Section 17.4.4.2.5.1	High	High	Negative, Significant and Short-Term	Neutral, Moderate / Significant and Long-Term
	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.5.2	High	Medium	Neutral, Moderate and Short-Term	Neutral, Moderate and Long-Term
	<b>Former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library</b> For proposed changes see Section 17.4.4.2.5.3	Medium / High	Very High	Negative, Very Significant and Short-Term	Neutral, Significant and Long-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes see Section 17.4.4.2.5.4	Medium	High	Negative, Moderate and Short-Term	Neutral, Moderate and Long-Term
TPOs / Tree Preservation Objectives	None	N/A	N/A	N/A	N/A
Preserved Views / Scenic Views etc.	None	High	Negligible	Neutral, Imperceptible and Short-Term	Neutral, Imperceptible and Long-Term
Properties	<b>Part of residential property in permanent acquisition</b> <ul style="list-style-type: none"> <li>No. 34, 36 and 38 Bengal Terrace; and</li> <li>Daneswell Place (under construction).</li> </ul> For proposed changes see Section 17.4.4.2.8	High	Medium	Negative, Moderate and Short-Term	Negative, Moderate and Long-Term
	<b>Non-residential properties included in permanent acquisition (e.g. commercial lands, school lands, service stations, etc.)</b> <ul style="list-style-type: none"> <li>Scoil Chaitríona, St. Mobhi Road;</li> <li>CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>Home Farm Football</li> </ul>	High	Medium	Negative, Moderate and Short-Term	Negative, Moderate and Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts (at 1-Year Post-Construction)	Significance and Quality of Effects (with Establishment of Landscaping at 15 Years Post-Construction)
	<ul style="list-style-type: none"> <li>Club pitch, St. Mobhi Road</li> <li>Whitehall College of Further Education, St. Mobhi Road;</li> <li>163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>21 / 22 Prospect Road;</li> <li>Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>Phibsborough Shopping Centre Car Park;</li> <li>Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>St. Vincent's School, Finglas Road.</li> </ul> <p>For proposed changes see Section 17.4.4.2.8</p>				
	<p><b>Properties located along, fronting and viewing the Proposed Scheme</b></p> <p>For proposed changes see Section 17.4.4.2.8</p>	High	Medium	Neutral, Moderate and Short-Term	Neutral, Slight / Moderate and Long-Term
Trees and Vegetation	For proposed changes see Section 17.4.4.2.9	Medium / High	Low / Medium	Negative, Moderate and Short-Term	Neutral, Slight / Moderate and Long-Term

### 17.5.2.2 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.

#### 17.5.2.2.1 Ballymun Section View 1 – North Along Ballymun Road at Civic Centre (Existing)

Figure 17.2.1.1 in Volume 3 of this EIAR shows the existing view taken from Ballymun Road looking north towards Shangan Road Junction. The viewpoint is positioned on the east side of the road from a pedestrian paved area. In the foreground there is a two-lane road with roadside parking and a row of trees in the paved central median. On the right side there is a small public square with an entrance to AIB bank offices. There are a number of urban planters positioned along the footpath which softens the plaza space. In the middle ground there is car traffic and a nearby surface car park. This has significant visual clutter. On the left side, in the background, there is construction taking place with demolition of a derelict warehouse building. In the background is Ballymun District Centre with several bus stops on the left side of the road. A red brick apartment block is visible north of the town plaza space with a continuous row of young trees planted in the centre of the

road. The viewpoint is visually busy with some obvious visual detractors. The character is of a busy road corridor into a commuter district centre with a predominantly built-up urban environment.

#### 17.5.2.2.2 Ballymun Section View 1 – North Along Ballymun Road at Civic Centre (Proposed)

Figure 17.2.1.2 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.1. The primary changes are to the road configuration with one less general traffic lane, a new bus lane and a new designated cycle track adjacent to the pedestrian footpath. New roadside parking has separated parking bays with a new tree added for every two spaces. A number of trees have been added in the foreground along the pavement. In the middle ground and background, several trees have been removed and replaced with an equal spaced row of trees in the central median of the road. The implementation of rows of trees adds a positive visual threshold to the roadside and the footpath with screening of the surrounding buildings. The trees soften the visual clutter of the surrounding streetscape and the visual harshness of the road and corridor. There would be a positive change in character and visual amenity of the view.

#### 17.5.2.2.3 Ballymun Section View 3 –North Along St. Mobhi Road (Existing)

Figure 17.2.1.3 in Volume 3 of this EIAR shows the existing view taken from St. Mobhi Road looking north along the road. The viewpoint is taken from the footpath on the west side of the road. In the foreground on the left, there are several two-storey residential properties with private front gardens. These boundaries predominantly have red brick gateway pillars with ornamental modernist railings in a variety of patterns. There are shrubs and hedgerows in the private gardens with an increase towards the background. There are moderate amounts of street signage along the road. A row of large mature trees is positioned along the roadside on both sides. The road has three lanes with one for general traffic going northbound, and a lane for general traffic and a bus lane going southbound. The trees are staggered in grass verges on either side of the driveway entrances. On the right side there is a galvanised steel palisade fence boundary for Scoil Chaitríona and Na Fianna GAA club, with a row of mature conifers to the rear of the boundary. The tree canopies protrude over parts of the road at varying heights, visually softening the viewpoint. The footpath and road are predominantly in shade on the right darkening the viewpoint in parts. In the background, the road bends left towards the junction with Home Farm Road. The character is of a minor suburban road corridor with high levels of greening by frequent mature street trees, adjacent to an open space with a visually unappealing boundary and mature boundary conifers.

#### 17.5.2.2.4 Ballymun Section View 3 – Existing North Along St. Mobhi Road (Proposed)

Figure 17.2.1.4 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.3. The primary changes are the new cycle track going northbound shown in the left foreground, and a realignment of the boundary of Na Fianna GAA club with the loss of the row of mature conifers. The removal of the mature trees has a notable negative impact on the character of the view and a negative visual impact. However, the most prominent trees in the view remain.

#### 17.5.2.2.5 Ballymun Section View 4 – North Along St. Mobhi Road (Existing)

Figure 17.2.1.5 in Volume 3 of this EIAR shows the existing view taken from the north along St. Mobhi Road. The viewpoint is taken just after the St. Mobhi Drive Junction. The road configuration is composed of three lanes, two for general traffic going north and south and a separate bus lane heading south. The viewpoint is visually soft with many trees in surrounding private property and along the road visually enclosing the view on all sides. Mature trees line each side of the roadway within grass verges at equal intervals. In the foreground there is a bus stop with a layby. The road is on a slight incline with a bend going north-east. On the right side of the road there is a row of street trees with a cycle lane adjacent the footpath. A tall boundary wall and security fencing separates Home Farm Football Club to the right. The top of the wall remains level as the roadway declines to the south. Behind the boundary is a tall row of mature conifer trees. In the foreground on the left is a wall and railing boundary to adjacent residences with a tall hedge. Towards the background the road bends right towards the entrance to Scoil Chaitríona with a pedestrian crossing. The character is of a minor suburban road corridor with high levels of greening by frequent mature street trees, adjacent to an open space with a visually unappealing boundary and mature boundary conifers.

#### 17.5.2.2.6 Ballymun Section View 4 – North Along St. Mobhi Road (Proposed)

Figure 17.2.1.6 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.5. The primary changes are the set back of the boundary retaining wall to Home Farm Football Club to allow widening of the footpath and the creation of a new two-way cycle track and a wider footpath on the right side, with the resulting loss of the mature conifer trees above the retaining wall. The bus stop has been altered with the set down lane removed which allows a new designated cycle track beside the footpath going northbound. The existing boundary wall / fencing for the Home Farm Football Club has been set back and reinstated with a similar form to existing. The mature conifers to the boundary have been removed. The streetscape is slightly visually improved with the reinstatement of the boundary wall and fencing and the introduction of more light through the removal of evergreen canopies. The more visually appealing street trees are maintained in this viewpoint. There is a minor negative change to the character and visual amenity of the view. However, it should be noted that if the view was shown during the winter months the loss of evergreen trees would have had a more negative effect on visual amenity due to more significant loss of streetscape greening.

#### 17.5.2.2.7 Ballymun Section View 6 – North Along Botanic Road from North of the Junction with Prospect Way (Existing)

Figure 17.2.1.7 in Volume 3 of this EIAR shows the existing view taken looking north along Botanic Road from north of the junction with Prospect Way. There are two general traffic lanes, a cycle lane and a bus lane going south. The historic former Player's Factory, and its substantial railing with large ashlar piers, is a prominent feature in the view to the right of the road. Beyond this, terraced red-brick residences line the road on both sides. The view contains minor vegetation in the form of trees to front gardens, and in the distance along St. Mobhi Road, but is generally a hard landscape with little visual softening. A bus stop with shelter is located on the right side going southbound. The character is of a suburban city road corridor with historic elements and low tree cover.

#### 17.5.2.2.8 Ballymun Section View 6 – North Along Botanic Road from North of the Junction with Prospect Way (Proposed)

Figure 17.2.1.8 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.7. The primary changes to the view are the widening of the road, setting back of the Creation House boundary and the introduction of cycle tracks to both sides of the road. The former Player's Factory boundary railing is reinstated like-for-like and views of the building are not impacted. There is a minor change to the character through the widening of the road but no notable change to the visual amenity.

#### 17.5.2.2.9 Ballymun Section View 8 – East Along Royal Canal from Cross Guns Bridge (Existing)

Figure 17.2.1.9 in Volume 3 of this EIAR shows the existing view taken looking east along the Royal Canal from Cross Guns Bridge. The viewpoint is of the canal corridor with towpaths on each side. In the foreground, on the right, there are industrial buildings and the Cross Guns Snooker Club which are positioned along the southside of the canal. On the left side there is a train line in an open cutting with stone retaining walls. Along the banks of the canal are areas of tall grasses and aquatic vegetation. There are several mature trees along the canal. A modern apartment block in the middle ground is visible to the right partially screened by a mature tree. The viewpoint is elevated with both sides of the canal banks lower than the road bridge. A historic lock and Croke Park stadium are visible in the distance. The character is of an important urban canal corridor with historical and landscape value, and good levels of tree cover, with mixed use development and a major rail line in the surrounding area.

#### 17.5.2.2.10 Ballymun Section View 8 – East Along Royal Canal from Cross Guns Bridge (Proposed)

Figure 17.2.1.10 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.9. The primary changes are, the introduction of a pedestrian / cycle bridge with prominent green-coloured arched steel beams, which partly screens the canal, the lock and views of Croke Park stadium. The bridge represents a substantial new feature in the view. The pathway has been altered and an incline of the path has impacted levels of the current pathway. There is minor loss of vegetation from the introduction of the built form. The design of the bridge is visually appealing. However, the bridge reduces visibility along the canal

and represents a new form of development in the view. There would be a notable negative change in the character and amenity of the view.

#### 17.5.2.2.11 Ballymun Section View 9 – West Along Royal Canal Towards Cross Guns Bridge (Existing)

Figure 17.2.1.11 in Volume 3 of this EIAR shows the existing view looking west along the Royal Canal towards Cross Guns Bridge. The viewpoint is taken beside the canal waterway along the towpath. Grass banks and verges are present along the canal with rows of semi-mature tree planting, which together with some mature trees in adjacent properties help to create a sense of separation from the surrounding built-up areas. On the right side of the view, the path leads up to Cross Guns Bridge which can be seen in the background. To the far right is the boundary / retaining wall of the adjacent railway line in a deep cutting. The surrounding buildings are predominantly low-density, mixed-use developments with higher density towards the background. On the left side colourful paintwork to an adjacent building attracts the eye. The character is of a well-established canal greenway in an urban area.

#### 17.5.2.2.12 Ballymun Section View 9 – West Along Royal Canal Towards Cross Guns Bridge (Proposed)

Figure 17.2.1.12 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.11. The main changes are the creation of a new two-way cycle track and adjacent footpaths along the line of the existing towpath. A new pedestrian / cycle bridge, as described above, crosses the canal to the east of Cross Guns Bridge. The impact of the pedestrian / cycle bridge in this viewpoint is minimal due to the distance from the viewpoint and is being set against the backdrop of Cross Guns Bridge. The impact to vegetation is minimal with a minor loss of some grassland. All trees in the view are retained. There is a minor change towards a more built-up environment with the increase of the extents of hard surfacing along the canal, but no notable change in visual amenity.

#### 17.5.2.2.13 Ballymun Section View 10 – North Along Phibsborough Road at Phibsborough Shopping Centre (Existing)

Figure 17.2.1.13 in Volume 3 of this EIAR shows the existing view looking north along Phibsborough Road at Phibsborough Shopping Centre. The viewpoint is taken on the left (west) side of the road. In the foreground a number of retail units frame the streetscape with bright signage and branding. The road configuration is two general traffic lanes with one dedicated northbound bus lane. Footpaths are mostly poured concrete slabs with some brick paving to the car park of the shopping centre. The middle ground of the view is visually busy with many parked cars present. The visual harshness of the adjacent brutalist shopping centre building is prominent to the left. There is little vegetation in the foreground or middle ground, and the view is visually dominated by built form. Some street trees along the road in the distance provide some minor greening of the streetscape. The character is of an historic central shopping street with prominent modernist architecture and a general lack of greening.

#### 17.5.2.2.14 Ballymun Section View 10 – North Along Phibsborough Road at Phibsborough Shopping Centre (Proposed)

Figure 17.2.1.14 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.13. The primary changes are the widening of the road to the west and the introduction of medium-sized trees along the street in the foreground and middle ground. This provides a substantial greening and visual softening of the streetscape and helps screen the prominent brutalist building to the left. A number of parking spaces have been removed to the shopping centre car park, to accommodate the widening of the road. This reduces the visual clutter of car parking in the view. There will be a substantial improvement in the character and visual amenity of the view.

#### 17.5.2.2.15 Ballymun Section View 11 – South from Phibsboro (Phibsborough) Library (Existing)

Figure 17.2.1.15 in Volume 3 of this EIAR shows the existing view looking south from Phibsboro (Phibsborough) Library, at the entrance to the library with the entrance path sloping upwards towards North Circular Road. The path has an incline with staggered steps that intersect a grassed public space with a number of mature trees which frame the view. Surrounding development is mainly screened by trees and shrubs within the space and

there is a sense of enclosure. The character is of a small green public space with limited views of the surrounding urban development.

#### 17.5.2.2.16 Ballymun Section View 11 – South from Phibsboro (Phibsborough) Library (Proposed)

Figure 17.2.1.16 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.15. The primary changes are substantial with a new bridge and pedestrian / cycle underpass introduced to link to the greenway under North Circular Road. There has been substantial regrading of the landscape to accommodate level shared pedestrian and cycle access, with new graded grass banks, and the loss of mature trees. There would be a substantial change in the character of the view and the visual amenity with the addition of the bridge / underpass structure and the loss of trees. New trees are shown within the view which help to integrate the proposals. However, there remains a minor negative impact on the character of the view.

#### 17.5.2.2.17 Ballymun Section View 12 – North from Open Space at Royal Canal Bank (Existing)

Figure 17.2.1.17 in Volume 3 of this EIAR shows the existing view looking north from an open space at Royal Canal Bank. The view is heavily enclosed by surrounding mature trees within the space, and views of development in the vicinity are mainly screened, with the exception of a commercial building to the left which borders the space with a large blank elevation that further accentuates the sense of enclosure. In the foreground is a rectangular path layout surrounding a planting bed bordered by a narrow grass verge and a low steel railing. Beyond this, the path joins a set of steps which rise up a terraced incline to meet North Circular Road, which runs across the background of the view but is not directly visible. A memorial statue can be seen at the top of the stairs adjacent to the road. The character is of a small enclosed linear green space in an urban area with substantial trees and a significant level change.

#### 17.5.2.2.18 Ballymun Section View 12 – North from Open Space at Royal Canal Bank (Proposed)

Figure 17.2.1.18 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.17. The primary changes are the introduction of a new pedestrian / cycle bridge, new path connections and substantial earthworks and removal of mature trees. All vegetation has been removed and the ground remodeled to allow level access to the bridge. The blank elevation of the adjacent building is revealed through loss of tree screening, and this becomes a very prominent and unattractive feature in the view, as does the new bridge structure. New grassland banks and tree planting are shown which help integrate the proposals into the landscape. However, there is a strong change in character through loss of mature trees and sense of enclosure. There would be a substantial negative impact on character and visual amenity. This would be reduced over time with the further establishment of tree planting.

#### 17.5.2.2.19 Ballymun Section View 14a – North Along Constitution Hill at Broadstone (Existing)

Figure 17.2.1.19 in Volume 3 of this EIAR shows the existing view taken looking north along Constitution Hill at Broadstone. The viewpoint is taken from the footpath on the east side of the road. No road markings were present at the time of photography. On the left side of the road a row of semi-mature trees is positioned along a wide grass verge. These provide a very high level of screening to the apartment buildings behind at Constitution Hill, which are separated from the verge by a steel bar railing and low wall. Framing the right side of the view is a monumental boundary railing of King's Inns Park with large ashlar piers. The character is an urban road corridor with well screened modern development, a prominent row of roadside trees and a prominent historic boundary.

#### 17.5.2.2.20 Ballymun Section View 14a – North Along Constitution Hill at Broadstone (Proposed)

Figure 17.2.1.20 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.19. The primary changes are the widening of the road, a change to the lane configuration, and introduction of a two-way cycle track on the right edge of the road, and a new footpath and cycle track within the grass verge on the left of the road which results in the loss of trees. The visual impact of the cycleway / footpath on the left side of the road is minor. There would be no notable effect to the character or visual amenity.

#### 17.5.2.2.21 Ballymun Section View 14 – North Along Constitution Hill at Broadstone (Existing)

Figure 17.2.1.21 in Volume 3 of this EIAR shows the existing view looking north along Constitution Hill at Broadstone Hall. The viewpoint is positioned in the middle of the road. The road is composed of four lanes; one northbound bus lane, three general traffic lanes, including one left-turn lane to the right side of the road. A mature street tree is present on the left of the road in the foreground. Behind this is a derelict area of land housing a billboard and bounded by a steel railing of medium height. There are wide concrete footpaths to both sides of the road. Historic two-storey residences are present further along the road on the left, which are elevated and separated from the road by a tall retaining wall. Along the right side of the road are various residential properties, and a four-storey mixed development encloses the view immediately to the right. Street trees and trees within front gardens provide good levels of greening to the streetscape in the distance. The character is of an urban road corridor with moderate levels of greening but with detracting features in the form of the billboard and vacant plot.

#### 17.5.2.2.22 Ballymun Section View 14 – North Along Constitution Hill at Broadstone (Proposed)

Figure 17.2.1.22 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.21. The primary changes are the realignment of the road, an increase in width of the footpath area to the left (west) side of the road, reduction of the footpath area from the right (east) side of the road and changes to lane configuration, with the removal of the left-turn lane and the creation of an additional bus lane. The vacant plot on the left side of the road is converted into a pocket park with new tree planting, and the billboard is removed. The added trees help to visually soften the view, and the space improves the visual character. There would be a notable positive effect on the character and visual amenity of the view.

#### 17.5.2.2.23 Finglas Section View 1 – South Along Finglas Road at Church Road Junction (Existing)

Figure 17.2.1.23 in Volume 3 of this EIAR shows the existing view looking south along Finglas Road at the Church Road Junction. The viewpoint is positioned in the middle of the road. Finglas Road is a dual carriageway with two lanes on either side, and a grassed central median with well-established trees. In the foreground there is a prominent steel pedestrian overpass bridge which dominates the view. In the centre of the view is a grassed area surrounding a supporting column of the bridge. Surrounding architecture is of poor quality or poor condition and visually detracting, although there are mature trees in the surrounding area which benefit the view. The character is of an intra-urban dual carriageway junction, with some tree planting, and substantial built form that is utilitarian or in poor condition.

#### 17.5.2.2.24 Finglas Section View 1 – South Along Finglas at Church Road Junction (Proposed)

Figure 17.2.1.24 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.23. The primary changes are to the road configuration, with the introduction of a new northbound cycle lane, pedestrian crossing, and the introduction of a footpath with seating to the grassed area. The new pedestrian crossing of the road has a minor impact on the view. There would be a very minor positive change to the character and visual amenity of the view with the introduction of the seating.

#### 17.5.2.2.25 Finglas Section View 3 – North Along Finglas Road at the Junction with Tolka Valley Road (Existing)

Figure 17.2.1.25 in Volume 3 of this EIAR shows the existing view looking north along Finglas Road at the junction with Tolka Valley Road. The viewpoint is positioned on the grass verge on the left (west) side. The road is a dual carriageway with three lanes to each side, with two additional cycle lanes. In the foreground there is the signalised junction with a cycle waiting area, and a pedestrian crossing across the entrance to Tolka Valley Road. To the immediate left is a wide grass verge and concrete footpath. The view is framed by tall residential blocks to either side and by mature tree planting around the road. Well-established street trees line the road past the junction. The character is of a major dual carriageway in a built-up environment on the outskirts of the city, with moderate levels of greening.

17.5.2.2.26 Finglas Section View 3 – North Along Finglas Road at the Junction with Tolka Valley Road (Proposed)

Figure 17.2.1.26 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.25. The primary changes are to the road configuration with the introduction of new cycle tracks to all sides of the junction, and a new pedestrian crossing across the road in the foreground. There is a slight loss of grassed area from the verge to the left due to widening of the road but no loss of trees. There would be no perceivable change to the character or visual amenity of the view.

17.5.2.2.27 Finglas View 5 – North-West Along Finglas Road at Claremont Lawns (Existing)

Figure 17.2.1.27 in Volume 3 of this EIAR shows the existing view looking north-west along Finglas Road at Claremont Lawns. The viewpoint is located on the left (south) side of the road. In the foreground there is the entrance to Tower View Cottages, and beyond this is the open space associated with Claremont Lawns, containing several semi-mature trees, and bounded by a railing / low wall. On the right side of the view there is a tall masonry boundary wall defining the edge of Glasnevin / Prospect Cemetery, with the museum building and tower within the walls forming prominent features. The road configuration is three lanes, including two for general traffic and an eastbound bus lane. A number of parking spaces line the left side of the road separated by occasional semi-mature street trees. The character is of a minor road corridor between a green space and an imposing historic cemetery.

17.5.2.2.28 Finglas View 5 – North-West Along Finglas Road at Claremont Lawns (Proposed)

Figure 17.2.1.28 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.27. The primary changes are the widening of the road to accommodate an additional bus lane and two cycle tracks, the realignment of Claremont Lawns open space boundary wall, a new surface parking facility to the left of the road and the removal of street trees. New street trees are added on either side of the parking. There is an overall increase in hard surfacing within the view and the loss of existing trees, which has a negative impact on character and visual amenity. However, this is partially compensated by the introduction of new street trees with a net gain in numbers. On balance, the change to character and visual amenity will be negative but minor.

17.5.2.2.29 Finglas View 6 – North-West Along Finglas Road South-East of St. Vincent's School (Existing)

Figure 17.2.1.29 in Volume 3 of this EIAR shows the existing view looking north-west along Finglas Road, south-east of St. Vincent's School. The road at this point is composed of two lanes for general traffic with an east bound bus lane. Narrow advisory cycle lanes are present on both sides of the road. To the left is a railing and a row of mature trees within the adjacent open space at St. Vincent's School, which line the road into the middle distance visually merging with the trees in Claremont Lawns open space further along the road. On the right of the view is the tall masonry wall of Glasnevin / Prospect Cemetery which defines the right side of the road. A crenelated round tower marks the corner of the cemetery, and the wall returns off to the right. A wall and small railing along the boundary to adjacent housing defines the edge of the road corridor on the right, and a small street tree frames the right side of the view. The character is of a minor suburban road corridor with institutional uses, ample tree cover and an imposing historic cemetery.

17.5.2.2.30 Finglas View 6 – North-West Along Finglas Road South-East of St. Vincent's School (Proposed)

Figure 17.2.1.30 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.29. The primary changes to the view are the widening of the road and the realignment of the boundaries to the left and right sides of the road, which are replaced like-for-like. An additional bus lane and two cycle tracks are added to the road corridor. Some of the mature trees in the school grounds and the small street tree on the right are removed. New street trees are planted further along the road. There would be a minor but notable negative change in character and visual amenity due to the loss of established trees.

17.5.2.2.31 Finglas View 8 – North Along Finglas Road North of Dalcassian Downs (Existing)

Figure 17.2.1.31 in Volume 3 of this EIAR shows the existing view looking north along Finglas Road, north of Dalcassian Downs. The road is composed of two general traffic lanes with a central bus lane. The road is

enclosed by 19<sup>th</sup> century red-brick housing on both sides, some of which are partially screened by garden vegetation including small trees, and a number of young street trees which are planted along the road. There is a moderate amount of street clutter in the form of traffic signs, lighting poles and household bins kept along the edges of private properties. The character is of an historic suburban street with some young street tree planting.

#### 17.5.2.2.32 Finglas View 8 – North Along Finglas Road North of Dalcassian Downs (Proposed)

Figure 17.2.1.32 in Volume 3 of this EIAR shows the proposed view from the same viewpoint as Section 17.5.2.2.31. The primary change in the view is the rearrangement of traffic lanes and the introduction of a new segregated cycle track to the left (west) side of the road. The overall road width remains the same with minor changes to kerb-lines. There would be no perceivable change in character or visual amenity.

## 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 residual Construction Phase effects 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 Impacts (Moderate and Higher)**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
	<b>Ballymun Road from the South of Ballymun District Centre (Gateway Avenue) South to Griffith Avenue.</b> For proposed changes see Section 17.4.3.1.2	Medium	Low	Negative, Moderate and Temporary / Short-Term
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b> (locally at Na Fianna and Home Farm FC, and on the western side south of the Tolka River). For proposed changes see Section 17.4.3.1.3	High / Very High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.3.1.4	High	High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill and Church Street to Arran Quay</b> For proposed changes see Section 17.4.3.1.5	Medium	Medium	Negative, Significant and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Streetscape Characteristics and Visual Impacts</b>				
ACAs	<b>Phibsborough Centre ACA</b> For proposed changes see Section 17.4.3.2.1.2	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Conservation Areas	<b>Botanic Gardens and River Tolka Valley</b> For proposed changes see Section 17.4.3.2.2.1	Very High	Low	Neutral, Moderate and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes see Section 17.4.3.2.2.2	High	Very High	Negative, Significant and Temporary / Short-Term
Residential Conservation Areas	<b>Finglas Road (Bengal Terrace, 11-47 Finglas Road (odd nos. only, west side))</b> Section 17.4.3.2.3.4	High	Medium / High	Negative, Significant and Temporary / Short-Term
Protected Structures	<b>Former Player's Factory</b> Section 17.4.3.2.4.1	Very High	Very High	Negative, Very Significant and Temporary / Short-Term
Amenity Designations	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes Section 17.4.3.2.5.1	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
	<b>Royal Canal</b> For proposed changes Section 17.4.3.2.5.2	High	High	Negative, Significant and Temporary / Short-Term
	<b>Former Blessington Canal Spur at Royal Canal Bank an fronting Phibsboro (Phibsborough) Library</b> For proposed changes, see Section 17.4.3.2.5.3	Medium / High	Very High	Negative, Very Significant and Temporary / Short-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes Section 17.4.3.2.5.4	Medium	High	Negative, Moderate and Temporary / Short-Term
	<b>Mallowes Park</b> For proposed changes Section 17.4.3.2.5.5	Medium	Low / Medium	Negative, Moderate and Temporary / Short-Term
	<b>Open Space at Finglas Place</b> For proposed changes Section 17.4.3.2.5.6	Low / Medium	Medium	Negative, Moderate and Temporary / Short-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
Properties	<b>Part of residential property in temporary acquisition</b> <ul style="list-style-type: none"> <li>Nos. 34, 36 and 38 Bengal Terrace; Daneswell Place (under construction).</li> </ul> For proposed changes see Section 17.4.3.2.8	High	High	Negative, Significant and Temporary / Short-Term
	<b>Non-residential properties included in temporary acquisition (e.g. commercial lands, school lands, service stations, etc.)</b> <ul style="list-style-type: none"> <li>Scoil Chaitríona, St. Mobhi Road;</li> <li>CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>Home Farm Football Club pitch, St. Mobhi Road</li> <li>Whitehall College of Further Education, St. Mobhi Road;</li> <li>163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>21 / 22 Prospect Road;</li> <li>Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>Phibsborough Shopping Centre Car Park;</li> <li>Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>St Vincent's School, Finglas Road.</li> </ul> For proposed changes Section 17.4.3.2.8	High	High	Negative, Significant and Temporary / Short-Term
	<b>Properties located along, fronting and viewing the Proposed Scheme</b> For proposed changes Section 17.4.3.2.8	High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term
Trees and Vegetation	For proposed changes Section 17.4.3.2.9	Medium / High	Medium / High	Negative, Moderate / Significant and Temporary / Short-Term

## 17.6.2 Operational Phase

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

**Table 17.12: Summary of Operational Phase Significant Residual Impacts (Moderate and Higher)**

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
<b>Townscape and Streetscape Character</b>				
	<b>Ballymun Road from St. Margaret's Road to the South of Ballymun District Centre (Gateway Avenue)</b> For proposed changes see Section 17.4.4.1.1.1	Low	High / Very High	Positive, Moderate and Long-Term

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<b>St. Mobhi Road and Botanic Road from Griffith Avenue to Hart's Corner</b> For proposed changes see Section 17.4.4.1.2	High / Very High	Medium	Negative, Moderate and Long-Term
	<b>Prospect Road, Phibsborough Road from Hart's Corner to Western Way</b> For proposed changes see Section 17.4.4.1.3	High	Medium / High (High at Phibsboro Library)	Positive, Moderate / Significant and Long-Term (Neutral, Significant and Long-Term at Phibsboro Library)
	<b>Constitution Hill and Church Street to Arran Quay</b> For proposed changes see Section 17.4.4.1.4	Medium	Medium	Positive, Moderate and Long-Term
	<b>Finglas Road from Tolka Valley Road to Hart's Corner (tie-in to the Ballymun Section of Proposed Scheme)</b> For proposed changes see Section 17.4.4.1.5.2	Medium / High	Medium	Neutral, Moderate and Long-Term
<b>Streetscape Characteristics and Visual Impacts</b>				
ACAs	<b>Phibsborough Centre ACA</b> For proposed changes see Section 17.4.4.2.1.2	Very High	High	Positive, Significant and Long-Term
Conservation Areas	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.2	High	Medium	Neutral, Moderate and Long-Term
Protected structures	<b>Former Player's Factory</b> For proposed changes see Section 17.4.4.2.4.1	Very High	Low	Neutral, Slight / Moderate and Long-Term
Amenity Designations	<b>St. Mobhi Road / Na Fianna / Home Farm Football Club</b> For proposed changes see Section 17.4.4.2.5.1	High	Medium / High	Negative, Moderate / Significant and Long-Term
	<b>Royal Canal</b> For proposed changes see Section 17.4.4.2.5.2	High	Medium	Neutral, Moderate and Long-Term
	<b>Former Blessington Canal spur at Royal Canal Bank and fronting Phibsboro (Phibsborough) Library</b> For proposed changes see Section 17.4.4.2.5.3	Medium / High	High	Neutral, Significant and Long-Term
	<b>Constitution Hill Flats on Constitution Hill</b> For proposed changes see Section 17.4.4.2.5.4	Medium	Medium	Neutral, Moderate and Long-Term
Properties	<b>Part of residential property in permanent acquisition</b> Nos. 34, 36 and 38 Bengal Terrace; Daneswell Place (under construction). For proposed changes see Section 17.4.4.2.8	High	Medium	Negative, Moderate and Long-Term
	<b>Non-residential properties included in permanent acquisition</b>	High	Medium	Negative, Moderate and

Townscape Receptor	Proposed Change	Baseline Townscape Sensitivity	Magnitude of Change	Significance and Quality of Townscape / Streetscape / Visual Effects / Impacts
	<ul style="list-style-type: none"> <li>• Scoil Chaitriona, St. Mobhi Road;</li> <li>• CLG Na Fianna Sports Ground, St. Mobhi Road;</li> <li>• Home Farm Football Club pitch, St. Mobhi Road</li> <li>• Whitehall College of Further Education, St. Mobhi Road;</li> <li>• 163 to 169 St. Mobhi Road (footpath areas in front of businesses);</li> <li>• Botanic Business Centre (former Cahill Printers), Botanic Road;</li> <li>• 21 / 22 Prospect Road;</li> <li>• Forecourt area at The Bernard Shaw Public House, Prospect Road;</li> <li>• Phibsborough Shopping Centre Car Park;</li> <li>• Green Area at former service station at Slaney Road and Finglas Road Junction; and</li> <li>• St Vincent's School, Finglas Road.</li> </ul> <p>For proposed changes see Section 17.4.4.2.8</p>			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 landscape (townscape) and visual impacts. Nevertheless, the Proposed Scheme will give rise to some degree of landscape (townscape) and visual effects, 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 the replacement of disturbed boundaries, reinstatement of the Construction Compound areas, the return of temporary acquisition areas, and for additional tree and other planting where possible along the Proposed Scheme.

In the Operational Phase, residual effects will remain for properties experiencing permanent land acquisition and in the loss of trees particularly along the section of the Proposed Scheme along St. Mobhi Road and Botanic Road to Griffith Avenue to Hart's Corner. There will be positive effects for the other sections of the Proposed Scheme, most notably in the centres of Ballymun and Phibsborough, as the Proposed Scheme will provide for substantial improvements in the urban realm, which will provide positive long-term effects for the landscape (townscape) and visual character. The Proposed Scheme will also provide for a significantly enhanced level of service for public transport and for pedestrian / cycle connectivity.

## 17.8 References

BSI (2010). BS 3998:2010 Tree Work – Recommendations

BSI (2012). BS 5837:2012 Trees in relation to in relation to design, demolition and construction – Recommendations

CABE and ODPM (2002). Paving the Way : How We Achieve Clean, Safe and Attractive Streets: A Research Project.

DCC (2016a). Dublin City Development Plan 2016 – 2022

DCC (2016b). Dublin City Tree Strategy 2016 – 2020

DCC (2019). Dublin City Parks Strategy 2019 – 2022

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

DoT (2007). Manual for Streets

DoT (2009). National Cycle Policy Framework

EPA (2015). Advice Notes for Preparing Environmental Impact Statements (September 2015).

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

FCC (2017). Fingal County Council Development Plan 2017 – 2023

FCC (2020). Dublin Airport Local Area Plan 2020

Landscape Institute and IEMA (2013). Guideline for Landscape and Visual Impact Assessment (3<sup>rd</sup> Edition)

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

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

Natural England (2014). An Approach to Landscape Character Assessment.

NTA (2013). Greater Dublin Area Cycle Network Plan

NTA (2020). Proposed Scheme - Urban Realm Concept Designs

Torbay Council (2004). Torbay Streetscape Guidelines.

### Directives and Legislation

Council of Europe (2000). European Landscape Convention 2000

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

Planning and Development Act 2000 (as amended)

Planning and Development Regulations 2001 (as amended)