

**CUNNANE STRATTON REYNOLDS**

South-West Development Area CSW S3 (Tile 3)  
Clonburris  
Co. Dublin

## **Landscape and Visual Impact Assessment Report**

Prepared for  
**Cairn Homes  
Properties Ltd**

by  
**Cunnane Stratton Reynolds**

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3 Molesworth Place, Dublin 2

D02EP97

Tel: 01 661 0419

[info@csrlandplan.ie](mailto:info@csrlandplan.ie)

[www.csrlandplan.ie](http://www.csrlandplan.ie)

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## 1 INTRODUCTION

This landscape and visual impact assessment has been prepared by Cunnane Stratton Reynolds Ltd (CSR), Landscape Architects and Planners on behalf of Cairn Homes Properties Ltd. Declan O’Leary, Landscape Architect and Director and Thorsten Peters, Architect and Urban Design Team Leader who have produced this document demonstrate the following qualifications:

Declan O’Leary B.Agr Sc. Land. Hort., Dip LA., CLI, MILI, of Cunnane Stratton Reynolds Ltd.  
Declan has over 30 years’ experience in the design and analysis of landscape and the impacts of change, and the preparation of assessments for inclusion in assessment reports.

Thorsten Peters Dipl Ing Arch, MSc Sust Dev, MRIAI of Cunnane Stratton Reynolds Ltd.  
Thorsten has over 26 years’ experience in the fields of architecture, urban design and sustainable development.

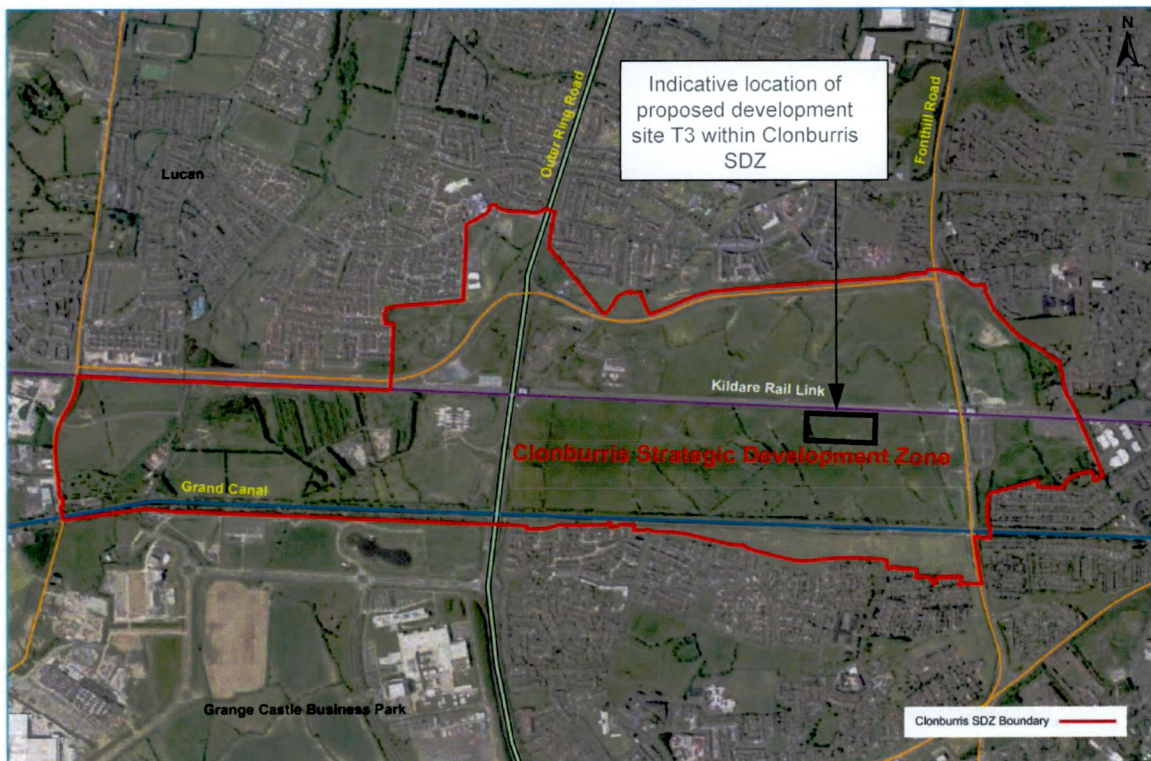
The Landscape and Visual Impact Assessment (LVIA) was informed by a desktop study and a survey of the site and receiving environment in July 2022. This assessment document identifies and discusses the landscape and the receiving environment in relation to proposed development in development area CSW-S3 / T3.

## 2 CHARACTERISTICS OF PROPOSED DEVELOPMENT

### 2.1 Clonburris SDZ Planning Scheme

The Clonburris Strategic Development Zone Planning Scheme, May 2019 (*hereafter referred to as the Planning Scheme*) is an overarching document covering the Clonburris Strategic Development Zone (SDZ) lands.

**Figure 1: SDZ map (Source: Clonburris SDZ Planning Scheme 2019)**



The SDZ lands, as shown in the above figure, covers approx. 280 hectares of South Dublin lands. The SDZ is located to the west of Dublin City Centre and the M50 – within the triangle between Lucan,

Clondalkin and Liffey Valley. The SDZ lands are bisected east to west by the Dublin-Kildare Railway line and south of it by the Grand Canal.

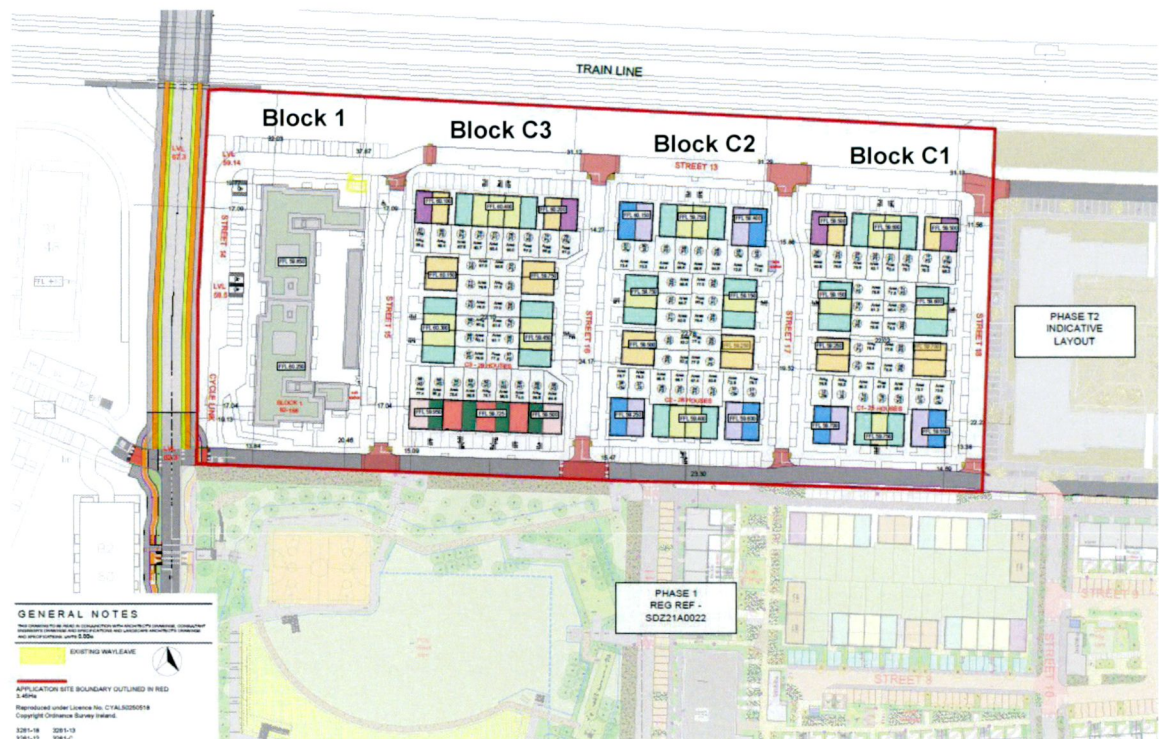
The proposed development site is located in the south-east section of the SDZ lands, within development area CSW-S3 / T3 as defined within the Clonburris SDZ Planning Scheme 2019 (Planning Scheme) and illustrated in Figure 1. The site consists of an undeveloped, greenfield site of approx. 3.45 hectares and is situated to the south of the Dublin-Cork railway line and to the west of the Fonthill Road (R113). The development is proposed for residential use in apartment buildings and terraced houses which are arranged in four urban blocks including communal facilities.

## 2.2 Proposed Development

The development will consist of the construction of 157 residential units in apartments and houses in the Clonburris South West Development Area CSW-S3 of the Clonburris SDZ Planning Scheme 2019 as follows:

- 81 houses in two-storey terraced buildings, comprising 4 two-bedroom houses, 65 three-bedroom houses and 12 four-bedroom houses, all with associated private open space and parking, in Blocks C1, C2 and C3
- 76 apartments in four-storey building, consisting of 26 one-bedroom and 50 two-bedroom units, in Block 1
- Vehicular access will be provided from the permitted street under SDZ21A/0022 and the permitted Clonburris Southern Link Street (SDZ20A/0021) and the Fonthill Road R113 to the east
- All ancillary site development works including footpaths, landscaping boundary treatments, public, private open space areas, 170 car parking spaces and 170 bicycle parking spaces, single-storey ESB sub-stations, bin and bicycle stores and all ancillary site development/construction works

**Figure 2: Site Layout Plan T3 (Source: McCrossan O'Rourke Manning Architects)**



The key issues relating to landscape and visual impact include:

- The impact on the existing landscape resource, loss or changes to existing site features and character
- Interactions between the site and adjoining boundaries/areas
- Change in the character of lands from agricultural (rural) to predominantly residential and mixed-use (urban)
- The height and massing of proposed development

### **3 METHODOLOGY**

#### **3.1 Definition of Landscape**

Ireland is a signatory to the European Landscape Convention (ELC). The ELC defines landscape as 'an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors'. This definition is important in that it expands beyond the idea that landscape is only a matter of aesthetics and visual amenity. It encourages a focus on landscape as a resource in its own right - a shared resource providing a complex range of cultural, environmental and economic benefits to individuals and society.

As a cultural resource, the landscape functions as the setting for our day-to-day lives, also providing opportunities for recreation and aesthetic enjoyment and inspiration. It contributes to the sense of place experienced by individuals and communities and provides a link to the past as a record of historic socio-economic and environmental conditions.

As an environmental resource, the landscape provides habitat for fauna and flora. It receives, stores, conveys and cleans water, and vegetation in the landscape stores carbon and produces oxygen. As an economic resource, the landscape provides the raw materials and space for the production of food, materials (e.g. timber, aggregates) and energy (e.g. carbon-based fuels, wind, solar), living space and for recreation and tourism activities.

#### **3.2 Forces for Landscape Change**

Landscape is not unchanging. Many different pressures have progressively altered familiar landscapes over time and will continue to do so in the future, creating new landscapes. For example, within the receiving environment, the environs of the proposed development have altered over the last thousand years, from wilderness to agriculture and settlement or townscape.

Many of the drivers for change arise from the requirement for development to meet the needs of a growing population and economy. The concept of sustainable development recognises that change must and will occur to meet the needs of the present, but that it should not compromise the ability of future generations to meet their needs. This involves finding an appropriate balance between economic, social and environmental forces and values.

The reversibility of change is an important consideration. If change must occur to meet a current need, can it be reversed to return the resource (in this case, the landscape) to its previous state to allow for development or management for future needs.

Climate change is one of the major factors likely to bring about future change in the landscape, and it is accepted to be the most serious long-term threat to the natural environment, as well as economic activity (particularly primary production) and society. The need for climate change mitigation and adaptation, which includes the management of water and more extreme weather and rainfall patterns, is part of this.

### **3.3 Guidance**

Landscape and Visual Appraisal and Impact Assessment (LVIA) 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. As this report is not part of an Environmental Impact Assessment Report (EIAR), and is instead a standalone Landscape and Visual Appraisal, the report does not include a statement of the significance of effects. However the process by which the landscape and visual effects are identified is similar to that of a Landscape and Visual Assessment carried out as part of an EIAR .

The methodology for assessment of the landscape and visual effects is informed by the following key guidance documents, namely:

- Guidelines for Landscape and Visual Impact Assessment, 3rd Edition 2013, published by the UK Landscape Institute and the Institute of Environmental Management and Assessment (hereafter referred to as the GLVIA)
- Guidelines on the Information to be Contained in Environmental Impact Statements, May 2022, published by the Environmental Protection Agency (EPA)
- South Dublin Development Plan 2022-2028

#### Key Principles of the GLVIA

##### *Use of the Term 'Effect' vs 'Impact'*

The GLVIA advises that the terms 'impact' and 'effect' should be clearly distinguished and consistently used in the preparation of an LVIA.

'Impact' is defined as the action being taken. In the case of the proposed development, the impact would include the construction of the buildings and associated boundaries and external areas.

'Effect' is defined as the change or changes resulting from those actions, e.g. a change in landscape character, or changes to the composition, character and quality of views in the receiving environment. This report focusses on these effects.

##### *Assessment of Both 'Landscape' and 'Visual' Effects*

Another key distinction to make in a LVIA is that between landscape effects and the visual effects of development.

'Landscape' results from the interplay between the physical, natural and cultural components of our surroundings. Different combinations of these elements and their spatial distribution create distinctive character of landscape in different places. 'Landscape character assessment' is the method used in LVIA to describe landscape, and by which to understand the potential effects of a development on the landscape as 'a resource'. Character is not just about the physical elements and features that make up a landscape, but also embraces the aesthetic, perceptual and experiential aspects of landscape that make a place distinctive.

Views and 'visual amenity' refer to the interrelationship between people and the landscape. The GLVIA prescribes that effects on views and visual amenity should be assessed separately from landscape, although the two topics are inherently linked. Visual assessment is concerned with changes that arise in the composition of available views, the response of people to these changes and the overall effects on the area's visual amenity.

### **3.4 Methodology for Landscape Assessment**

In Section 6 of this report the landscape effects of the development are assessed. The nature and scale of changes to the landscape elements and characteristics are identified, and the consequential effect on landscape character and value are discussed. Trends of change in the landscape are taken into

account. The assessment of significance of the effects takes account of the sensitivity of the landscape resource and the magnitude of change to the landscape which resulted from the development.

### *Sensitivity of the Landscape Resource*

Landscape sensitivity is a function of its land use, landscape patterns and scale, visual enclosure and distribution of visual receptors, scope for mitigation, and the value placed on the landscape. It also relates to the nature and scale of development proposed. It includes consideration of landscape values as well as the susceptibility of the landscape to change.

Landscape values can be identified by the presence of landscape designations or policies which indicate particular values, either on a national or local level. In addition, a number of criteria are used to assess the value of a landscape. These are described further in Section 2.6 below.

Landscape susceptibility is defined in the GLVIA as *the ability of the landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline scenario and/or the achievement of landscape planning policies and strategies*. Susceptibility also relates to the type of development – a landscape may be highly susceptible to certain types of development but have a low susceptibility to other types of development.

For the purpose of assessment, three categories are used to classify the landscape sensitivity of the receiving environment.

Sensitivity is therefore a combination of Landscape value and Susceptibility.

**Table 1: Categories of Landscape Sensitivity**

<b>Sensitivity</b>	<b>Description</b>
<b>High</b>	Areas where the landscape exhibits strong, positive character with valued elements, features and characteristics. The character of the landscape is such that it has limited/low capacity for accommodating change in the form of development. These attributes are recognised in landscape policy or designations as being of national, regional or county value and the principal management objective for the area is conservation of the existing character.
<b>Medium</b>	Areas where the landscape has certain valued elements, features or characteristics but where the character is mixed or not particularly strong. The character of the landscape is such that there is some capacity for change in the form of development. These areas may be recognised in landscape policy at local or county level and the principal management objective may be to consolidate landscape character or facilitate appropriate, necessary change.
<b>Low</b>	Areas where the landscape has few valued elements, features or characteristics and the character is weak. The character of the landscape is such that it has capacity for change; where development would result in a minor change or would make a positive change. Such landscapes are generally unrecognised in policy and where the principal management objective is to facilitate change through development, repair, restoration or enhancement.

### *Magnitude of Landscape Change*

The magnitude of change is a factor of the scale, extent and degree of change imposed on the landscape with reference to its key elements, features and characteristics (also known as 'landscape receptors'). Four categories are used to classify magnitude of landscape change.

**Table 2: Categories of Landscape Change**

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

*Landscape Effects*

A conclusion on the relative importance of landscape effects (either on physical landscape elements or on the landscape character) can be arrived at by combining the landscape sensitivity and the magnitude of change. This is illustrated in Figure 1. below.

As this report is not part of an Environmental Impact Assessment Report (EIAR), and is instead a standalone Landscape and Visual Appraisal, the report does not include a statement of the significance of effects.

**Table 3: Guide to the classification of the level of effects**

		<b>Sensitivity</b>		
		High	Med	Low
<b>Magnitude</b>	High			
	Med			
	Low			
	Neg*			

		<b>Importance of Effect</b>
	High	
	Medium	
	Low	

\* Negligible

The matrix above is used as a guide only. The assessor also uses professional judgement informed by their expertise, experience and common sense, to arrive at a classification of significance that is reasonable and justifiable.

Landscape effects are also classified as positive, neutral or negative/adverse (See definitions in Section 2.6). Development has the potential to improve the environment as well as damage it. In certain



situations, there might be policy encouraging a type of change in the landscape, and if a development achieves the objective of the policy the resulting effect might be positive, even if the landscape character is profoundly changed.

### 3.5 Methodology for Visual Assessment

Visual appraisal considers the changes to the composition of views, the character of the views, and the visual amenity experienced by visual receptors. Visual receptor sensitivity is a function of two main considerations:

- *Susceptibility of the visual receptor to change.* This depends on the occupation or activity of the people experiencing the view, and the extent to which their attention or interest is focussed on the views or visual amenity they experience at that location.

Visual receptors most susceptible to change include residents at home, people engaged in outdoor recreation focused on the landscape (e.g. trail users), and visitors to heritage or other attractions and places of community congregation where the setting contributes to the experience.

Visual receptors less susceptible to change include travellers on road, rail and other transport routes (unless on recognised scenic routes which would be more susceptible), people engaged in outdoor recreation or sports where the surrounding landscape does not influence the experience, and people in their place of work or shopping where the setting does not influence their experience.

- *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 (e.g. scenic routes, protected views), or the view or setting being associated with a heritage asset, visitor attraction or having some other cultural status (e.g. by appearing in arts).

Three categories are used to classify a viewpoint's sensitivity:

**Table 4: Categories of Viewpoint Sensitivity**

Sensitivity	Description
<b>High</b>	Viewers at viewpoints that are recognised in policy or otherwise designated as being of value, or viewpoints that are highly valued by people that experience them regularly (such as views from houses or outdoor recreation features) and views which are highly valued by the local community. This may also include tourist attractions, and heritage features of regional or county value, and viewers travelling on scenic routes. The composition, character and quality of the view may be such that its capacity for accommodating compositional change in the form of development may or may not be low. The principle management objective for the view is its protection from change that reduces visual amenity.
<b>Medium</b>	Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or on public transport, where they are partly but not entirely focused on the landscape, or where the landscape has some valued views. The views are generally not designated, but which include panoramic views or views judged to be of some scenic quality, which demonstrate some sense of naturalness, tranquillity or some rare element in the view.
<b>Low</b>	Viewers at viewpoints reflecting people involved in activities not focused on the landscape e.g. people at their place of work or engaged in similar activities such as shopping, etc. The view may present an attractive backdrop to these activities but there is no evidence that the view is valued, and not regarded as an important element of these activities. Viewers travelling at high speeds (e.g. motorways) may also be generally considered of low susceptibility.

*Magnitude of Change to the View*

Classification of the magnitude of change takes into account the size or scale of the intrusion of development into the view (relative to the other elements and features in the composition, i.e. its relative visual dominance), the degree to which it contrasts or integrates with the other elements and the general character of the view, and the way in which the change will be experienced (e.g. in full view, partial or peripheral, or glimpses). It also takes into account the geographical extent of the change, the duration and the reversibility of the visual effects.

**Table 5: Categories of Visual Change to classify Magnitude of Change to a View**

<b>Magnitude of Change</b>	<b>Description</b>
<b>High</b>	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.
<b>Medium</b>	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.
<b>Low</b>	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.
<b>Negligible</b>	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.

*Visual Effects*

A conclusion on the relative importance of visual effects can be arrived at by combining the visual receptor sensitivity and the magnitude of change. This is included in Figure 1.1 above as for Landscape Effects.

As this report is not part of an Environmental Impact Assessment Report, and is instead a standalone Landscape and Visual Appraisal, the report does not include a statement of the significance of effects.

Visual effects are also classified as positive, neutral or negative/adverse as set out below:

**3.6 Quality and Timescale**

*Qualitative Impacts*

The predicted impacts are also classified as **Beneficial**, **Neutral** or **Adverse**. This is not an absolute exercise; in particular, visual receptors' attitudes to development, and thus their response to the impact of a development, will vary. However, the methodology applied is designed to provide robust justification for the conclusions drawn. These qualitative impacts/effects are defined as:

- **Adverse** – Scheme at variance with landform, scale, pattern. Would degrade, diminish or destroy the integrity of valued features, elements or their setting or cause the quality of the landscape(townscape)/view to be diminished
- **Neutral** - Scheme complements the scale, landform and pattern of the landscape(townscape)/view and maintains landscape quality

- **Beneficial** – improves landscape(townscape)/view quality and character, fits with the scale, landform and pattern and enables the restoration of valued characteristic features or repairs / removes damage caused by existing land uses

#### *Timescale of the Impacts*

Impacts/effects are also categorised according to their longevity or timescale:

- **Temporary** – Lasting for one year or less
- **Short Term** – Lasting one to seven years
- **Medium Term** – Lasting seven to fifteen years
- **Long Term** – Lasting fifteen years to sixty years
- **Permanent** – Lasting over sixty years

A statement is made as to the appropriateness of the proposed development based on the combined assessment of the predicted landscape and visual effects. This methodology, in accordance with the various guidelines for LVIA, results in a conclusion as to the appropriateness of the proposed development based on objective assessment of its likely landscape and visual impacts.

### **3.8 Photomontage Methodology**

The photomontages and presentation is summarised in the method statement issued by 3D Design Bureau. This will be available as a separate document, including the photomontage methodology and details of composition of each individual photomontage.

## **4 RECEIVING ENVIRONMENT**

This section sets out a review of landscape related Planning Policy as set out in the South Dublin Development Plan 2022-2028, Clonburris Strategic Development Planning Scheme 2019 and associated documents, and a description of the study area informed by desktop assessment.

The local planning and other policy in the South Dublin Development Plan is reviewed which identify development objectives and trends and also constraints on development in terms of protections and sensitivities. Precedent and associated planning decisions may be described if appropriate.

The receiving environment is described in terms of its character, physical characteristics and the various elements that make up the landscape, including cultural, recreational, residential and other amenity values.

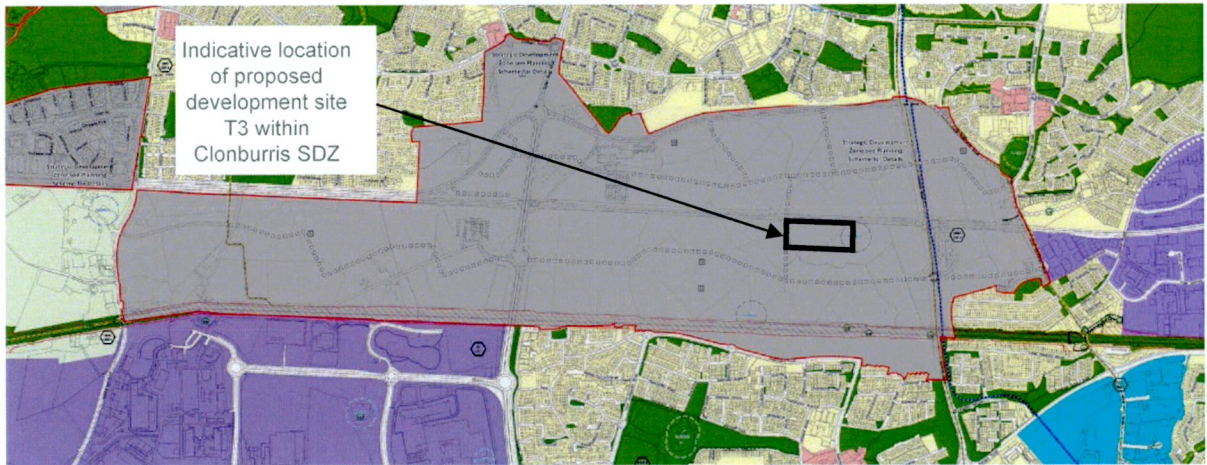
Cumulatively this analysis informs a description of the landscape in terms of values that support its protection and conservation and/or its enhancement or change. This reflects best practice guidance under the GLVIA.

### **4.1 Planning Context**

#### **The South Dublin Development Plan 2022-2028**

The South Dublin Development Plan 2022-2028, adopted on 03<sup>rd</sup> August 2022 (hereafter referred to as adopted SDDP) contains a range of policies relevant to establishing the landscape and visual values and sensitivities for the site and site environs, guiding the appropriate design and mitigation of impacts for the proposed development.

**Figure 3: Extract of Land Use Zoning Map (Source: SDDP)**



The lands on which the proposed development is to take place have zoned under the South Dublin Development Plan 2022-2028 as 'Strategic Development Zone' (SDZ) with the objective "To provide for strategic development in accordance with approved planning schemes".

**Chapter 2 – Core Strategy and Settlement Strategy**

The recently adopted Development Plan outlines a continuous population growth in South Dublin County and an associated housing need. At the same time, the average household size is shrinking, consistent with the downward national trend:

2.6.1 Land Capacity Study states that "The Development Plan is tasked with ensuring that sufficient and suitable land is zoned for residential use, or for a mixture of residential and other uses, to meet the requirements of the projected population and to ensure that a scarcity of such land does not occur at any time during the period of the Development Plan."

2.7.1 Dublin City and Suburbs states that "Lands at Clonburris have an approved SDZ Planning Scheme (2019) and represent a major expansion of the footprint of Clonburris along the Dublin-Cork rail corridor. The Council will continue to actively promote the delivery of sufficient public transport and road capacity, in tandem with future development of the SDZ. Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme."

The following map clearly illustrates the Clonburris SDZ within a MASP (Metropolitan Area Strategic Plan) Residential Growth Area.

**Figure 4: South Dublin County Core Strategy Map 2022-2028 (Source: SDDP)**



### **Chapter 3 – Natural, Cultural and Built Heritage**

According to the adopted SDDP *“Our cultural heritage assets are not static. However, Cultural heritage is a growing, ever-changing concept from generation to generation. Not everything can, or should be, preserved and what we retain, create, and build now will be our legacy for future generations, shaping their cultural identity. The changes that are likely as a result of biodiversity loss and climate change will also bring challenges to our heritage assets, potentially altering our landscapes and affecting the integrity of our built and our historic features. The challenge therefore is to manage the varied, inter-linking elements of our important cultural heritage resource in a truly sustainable manner, so that we can protect our heritage assets while promoting a quality of life and a sense of identity and pride in a vibrant, thriving County.”*

#### **Natural Heritage**

Section 3.3 of the Plan covers Natural Heritage. The site does not fall within any Natura 2000 sites, such as Special Areas of Conservation (SAC) and Special Protection Areas (SPAs).

The closest Natura 2000 Sites *Glenasmole Valley (SAC)* and *Wicklow Mountains (SAC & SPA)* are more than 5km distance from the proposed development.

The site does not fall within a Natural Heritage Areas (NHA) or proposed Natural Heritage Areas (pNHA) which are designated to conserve and protect species and habitats of national importance. The Plan identifies the Grand Canal as a pNHA and the proposed development site boundary is about approx. 220m north of the Grand Canal.

The Grand Canal is listed as one of seven proposed Natural Heritage Areas (pNHA) in South Dublin County. While the Grand Canal is not yet a designated Natural Heritage Area (NHA), adoption is in process and a certain degree of protection is afforded to pNHA under the Development Plan, which states the protection of the canal landscape and its environment as a priority. The Grand Canal is also an important industrial heritage of the county as noted in 3.4.5 Industrial Heritage and states the following:

*“The Grand Canal (pNHA) is an artificial linear waterway that hosts a rich variety of habitats and plant and animal species, including protected species. It acts as a direct national link and an ecological corridor between the River Shannon and Dublin Bay and is a key element in South Dublin County’s ecological and green infrastructure network. The Grand Canal is recognised as a proposed Natural Heritage Area.”*

The following policies are relevant in this context:

*“Policy NCBH1: Overarching - Protect, conserve and enhance the County’s natural, cultural and built heritage, supporting its sensitive integration into the development of the County for the benefit of present and future generations.”*

*“Policy NCBH2: Biodiversity - Protect, conserve, and enhance the County’s biodiversity and ecological connectivity having regard to national and EU legislation and Strategies.”* A separate Biodiversity Plan has been produced specifically for the development of the Clonburris SDZ Planning Scheme in order to appropriately address this policy.

*“Policy NCBH4: Proposed Natural Heritage Areas - Protect the ecological, visual, recreational, environmental and amenity value of the County’s proposed Natural Heritage Areas and associated habitats and species.”*

*“Policy NCBH5: Protection of Habitats and Species Outside of Designated Areas - Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.”*

*Areas of Important Amenity Value:*

Dublin Mountains and Grand Canal among others are identified as key natural assets and offer important heritage and important amenity value. These are also identified as green corridor and landscape features within the South Dublin Green Infrastructure (GI) Strategy. Section 3.3.4 Areas of Important Amenity Values has the following policies:

*“Policy NCBH6: Dublin Mountains - Protect and enhance the visual, environmental, ecological, geological, archaeological, recreational and amenity value of the Dublin Mountains, as a key element of the County’s Green Infrastructure network.”*

*“Policy NCBH9: Grand Canal Protect and promote the Grand Canal as a key component of the County’s Green Infrastructure and ecosystem services network, and protect and enhance the visual, recreational, environmental, ecological, industrial heritage and amenity value of the Grand Canal, recognising its sensitivities as a proposed Natural Heritage Area with adjacent wetlands and associated habitats.”*

*Tree and Hedgerow Protection:*

According to Section 3.3.6 Protection of Trees and Hedgerows of the Plan, the application lands are not subject to any tree preservation orders. However, it is advised to protect and retain existing trees, hedgerows, and woodlands which are of amenity and / or biodiversity and / or landscape value. Relevant Policy:

*“Policy NCBH11: Tree Preservation Orders and Other Tree / Hedgerow Protections - Review Tree Preservation Orders (TPO) within the County and maintain the conservation value of trees and groups of trees that are the subject of a Tree Preservation Order while also recognising the value of and protecting trees and hedgerows which are not subject to a TPO.”*

**Cultural Heritage and Built Heritage**

*Archaeology:*

Section 3.4 of the Plan covers Cultural Heritage and Built Heritage. Cultural Heritage is considered as the link between natural and built heritage; comprising the human influence on the natural environment, including our landscapes with their field patterns, our industrial heritage of mill buildings, canal locks and weirs.

Detailed information on Cultural Heritage, Architectural Heritage and Archaeology will be covered and available in separate documents to this.

The proposed development site has one archaeological feature recorded as Sites and Monuments Record (SMR). This is an enclosure with the ref no: DU017-036 with the description *“Situated in rough pasture on fairly level ground N of a stream. An aerial photograph taken in 1971 (FSI 206/5/4) shows a cropmark of an elongated oval enclosure (est. dims. NE-SW c. 34m; NW-SE c. 22m). Not visible at ground level.”* Relevant Policies;

*“Policy NCBH13: Archaeological Heritage - Manage development in a manner that protects and conserves the Archaeological Heritage of the County and avoids adverse impacts on sites, monuments, features or objects of important historical or archaeological interest.”*

*Architectural:*

The site does not lie within an Architectural Conservation Areas (ACA). The nearest ACA is Clondalkin Village, approx. 1.6km from the proposed development.

There are a number of protected monuments, archaeology or built heritage that are not directly affected by the proposed development, namely; Omer Lock House (Reg no. 11205011), 11th Lock (Reg no. 11205012) and 10th Lock (Reg no. 11205013).

Grange Castle is an archaeological, architectural and historical monument of regional quality and lies about 1.8km south-west of the proposed development site boundary. This historic castle / fortified house

is listed under NIAH ref: 11208013 and Record of Protected Structures (RPS) for South Dublin under the number 132 as ruins of a stone tower house.

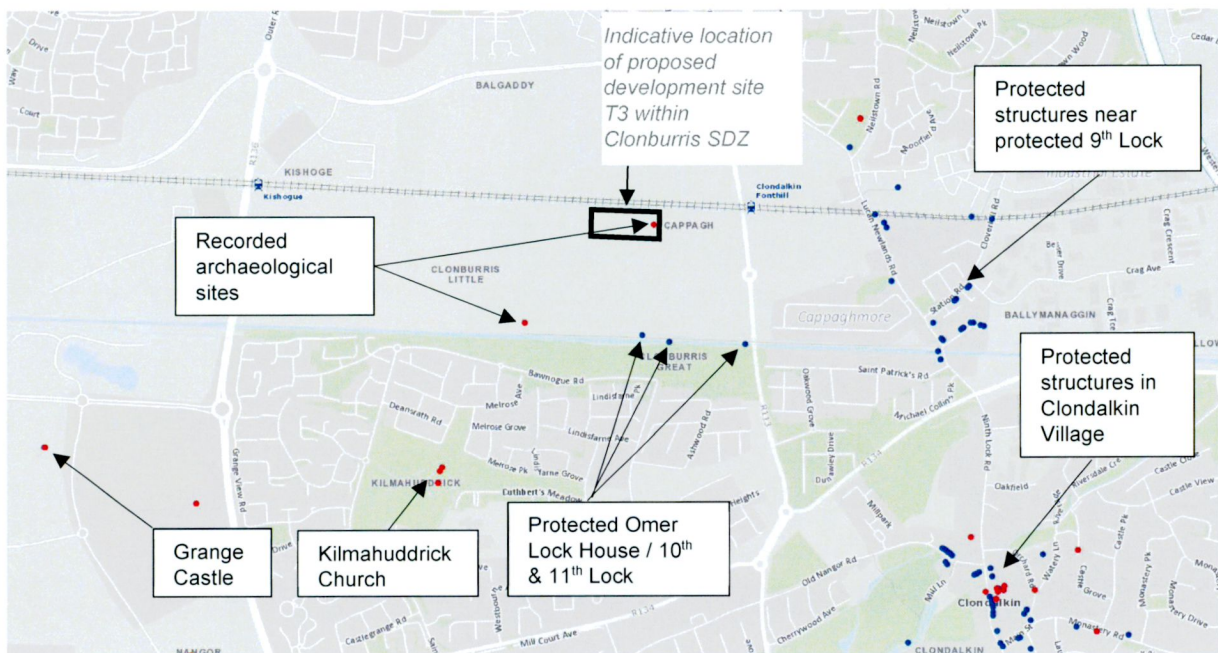
Omer Lock House is an architectural monument of regional quality. This historic lock keeper's house is listed under NIAH ref: 11205011 and under South Dublin RPS no.122. These remains of a house are located inside the Clonburris SDZ, approx. 280m distance from the proposed development site boundary. It was observed during site visits that the visual connection between the Omer Lock House and the proposed development would be low due to intact and dense vegetation to be retained along the Grand Canal.

The 10th Lock (of the Grand Canal) is listed under South Dublin RPS no. number 123 as a single-stage canal lock, approx. 280m from the proposed development site boundary. The 11th dock (of the Grand Canal) is listed in the RPS for South Dublin under the number 128 as a single-stage canal lock, approx. 450m from the proposed development's site boundary.

The following policy is relevant in this context:

*"Policy NCBH19: Protected Structures - Conserve and protect buildings, structures and sites contained in the Record of Protected Structures and carefully consider any proposals for development that would affect the setting, special character or appearance of a Protected Structure including its historic curtilage, both directly and indirectly."*

**Figure 5: Mapped Monuments / Protected Structures (Source: NIAH Historic Viewer)**



#### **Chapter 4 – Green Infrastructure**

South Dublin County contains a wide range of biodiversity-rich areas. Hence, biodiversity is expressed as a key strategic theme to provide Green Infrastructure in the county. The Development Plan notes that the County's Green Infrastructure network comprises an interconnected network of green spaces that possess a broad range of ecological elements including inter alia: core areas such as the County's three Natura 2000 sites; proposed Natural Heritage Areas (pNHA), the Liffey Valley, River Dodder Valleys and the Grand Canal; and individual elements such as watercourses, parks, hedgerows/ tree-lines and sustainable drainage features in park lands.

Section 4.2.1 Biodiversity sets out the following Policy and Objectives:

*“Policy GI2: Biodiversity Strengthen the existing Green Infrastructure (GI) network and ensure all new developments contribute towards GI, in order to protect and enhance biodiversity across the County as part of South Dublin County Council’s commitment to the National Biodiversity Action Plan 2021-2025 and the South Dublin County Council Biodiversity Action Plan, 2020-2026, the National Planning Framework (NPF) and the Eastern and Midlands Region Spatial and Economic Strategy (RSES).”*

*“GI2 Objective 1: To reduce fragmentation and enhance South Dublin County’s GI network by strengthening ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional network by connecting all new developments into the wider GI Network.”*

*“GI2 Objective 2: To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process, such proactive approach to include provision to inspect development sites post construction to ensure hedgerow coverage has been protected as per the plan.”*

Section 4.2.5 Landscape, Natural, Cultural and Built Heritage of the Plan is concerned with the range of natural and man-made assets of heritage value in the County. These include areas of importance for biodiversity, such as watercourses, woodlands and cultural assets such as important monuments, buildings and landscapes. Natural heritage plays an important role in defining the character of South Dublin.

The County contains a diverse range of landscapes that are both important ecological habitats as well as areas of natural beauty. Natural, cultural and built heritage also contribute to placemaking at the local level, where people develop a cultural and sensual attachment to their natural environment. A key challenge for the Plan is to balance the protection of our heritage and landscapes with the management of change in a manner that enhances rather than diminishes heritage and landscape features, structures, buildings, sites and places of special interest. The following policy and its objectives are relevant:

*“Policy GI7: Landscape, Natural, Cultural and Built Heritage Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan.”*

*“GI7 Objective 1: To protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a negative impact on these assets in accordance with the provisions of Chapter 3: Natural, Cultural and Built Heritage of this Development Plan.”*

*“GI7 Objective 2: To protect and enhance the landscape character of the County by ensuring that development retains, protects and, where necessary, enhances the appearance and character of the landscape, in accordance with the provisions of South Dublin’s Landscape Character Assessment and the provisions of Chapter 3: Natural, Cultural and Built Heritage of this Development Plan.”*

Further to Chapter 3 Natural, Cultural and Built Heritage, Section 4.3.2 Strategic Corridor Objectives identifies the Grand Canal as Strategic Corridor 3. The canal offers considerable opportunities for recreation and amenity which must be appropriate to its status, at a time of biodiversity loss, as a key biodiversity corridor.

### **Chapter 5 – Quality Design and Healthy Placemaking**

Section 5.2.2 Context refers to the character and setting of the area in which a proposed development will be located. This includes the natural as much as the human heritage of the area:

*“In facilitating growth over the last two decades, Adamstown has been developed as a sustainable neighbourhood within a strategic growth area. Clonburris and Tallaght Town Centre alongside*



*regeneration lands within the wider Tallaght Neighbourhood have been identified as areas capable of accommodating significant future growth over the lifetime of this and future plans.”*

Section 5.2.5 Public Realm notes the importance of high-quality public realm provision in order to achieve successful and sustainable neighbourhoods. How effectively and efficiently the public realm works is a vital component of the day-to-day life and experience within a neighbourhood and local area.

Section 5.4.2 Strategic Development Zones clearly sets out the direction to implement the approved planning scheme for Clonburris as stated in *“Policy QDP15: Strategic Development Zones (SDZS) Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.”* and *“QDP15 Objective 1: To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones.”*

## **Chapter 6 – Housing**

Section 6.0.2 Housing, Healthy Placemaking and Climate Action states that *“Housing should be delivered in a manner which facilitates the needs of a diverse range of people, providing a balance in terms of unit mix and tenure types. The design, function and layout of housing schemes, when done well, contributes significantly towards the delivery of healthy placemaking. Locating new housing in the right location ensures ease of movement by active modes to existing amenities, services and places of work. This facilitates a move away from car-based and unsustainable travel patterns thereby reducing emissions.”*

Section 6.7.2 Private and Communal / Semi-Private and Public Space states *“Policy H8: Public Open Space Ensure that all residential development is served by a clear hierarchy and network of high quality public open spaces that provide for active and passive recreation and enhances the visual character, identity and amenity of the area.”*

## **Chapter 7 – Sustainable Movement**

According to this chapter the development of sustainable towns and cities should involve the ‘10-minute neighbourhood’ or the ‘connected neighbourhood’ concept, whereby the services people need in their daily lives are located a short walking or cycling distance from their home and work. This concept facilitates active travel modes, essentially walking and cycling and the use of public transport to create compact, vibrant and walkable urban areas. Sustainable movement, in tandem with compact growth and connected neighbourhoods sits at the core of the County’s placemaking approach. This results in the design of new development for active travel modes, near public transport routes and nodes, and at increased density and building height, while decreasing private car use.

Section 7.7.1 Strategic Road Network lists the Fonthill Road (R113) and the Outer Ring Road (R136) as key orbital routes traversing the area of the application lands. These will be subject to *“Policy SM4: Strategic Road Network - Improve and, where necessary, expand the County-wide strategic road network to support economic development and provide access to new communities and new development areas.”*

Section 7.7.2 New Street and Road Proposals are to include the Clonburris / Kishoge Street Network for various streets within the Clonburris SDZ lands to form a strategic network providing optimised access.’

## **Chapter 8 – Community Infrastructure and Open Space**

Section 8.7 Parks and Public Open Space notes that public open space is one of the County’s most important and valued resources. It plays a particular role in relation to the setting and function of the urban neighbourhoods of the County and is central to the delivery of sustainable communities and the promotion / protection of biodiversity.

Section 8.7.1 Principles Guiding Public Open Space Provision states “*Policy COS5: Parks and Public Open Space – Overarching Provide a well-connected, inclusive and integrated public open space network through a multi-functional high-quality open space hierarchy that is accessible to all who live, work and visit the County.*”

Section 8.7.5 Quality of Public Open Space states “*COS5 Objective 8: To ensure the design of parks and public open space areas is of high quality; to provide a pleasant setting, accommodate use by people of all ages and abilities, to support life-long activity and good health and well-being by the provision of a balanced mix of active and passive recreation and access to, or view of, nature, ensuring that the design considers: Provision of an appropriate mix of hard and soft surfaced areas / Enhancement of biodiversity and existing trees and hedgerows / Incorporation of water courses, other natural features and existing built heritage into the design of parks and open spaces as appropriate / Provision of new planting, landscape features and appropriate site furniture including a variety of accessible, well located and designed seating.*”

### **Landscape Character Assessment of South Dublin County 2022 (Appendix 9)**

Policies and objectives related to Landscape, Views and Prospects are covered under Chapter 3 of the development plan. Appendix 9 Landscape Character Assessment of South Dublin County Council designates Landscape Character Areas, their value and sensitivity for the county lands.

South Dublin has a particular responsibility for landscape management by providing the western and southern backdrop to the greater Dublin area and bay. The Dublin foothills and mountains frame the large metropolitan area and provide an important natural and recreational area for thousands of inhabitants and visitors to the city.

The proposed development site lies within the defined Landscape Character Area *LCA 5 Suburban South Dublin*. This LCA shows the following key characteristics:

- Suburban area with extensive housing estates and industrial /commercial parks. Variety of house styles and layouts dating from the late 19th century to late 20th century
- Settlements of Rathfarnham, Templeogue and Clondalkin with important historical legacy and remnants
- Major traffic corridors with M50 traversing in a north-south direction through the area, and the Red Luas line travelling from Tallaght north, parallel to the M50, to city centre
- Corridors of natural and semi-natural vegetation, notably along the River Dodder (a linear park), the River Camac and the Grand Canal
- Grassed open spaces in gardens, industrial parks, golf courses, school playing fields, and miscellaneous spaces in housing areas
- Street trees planting
- Recreational facilities – public parks and golf courses - provide amenities and ecological resources

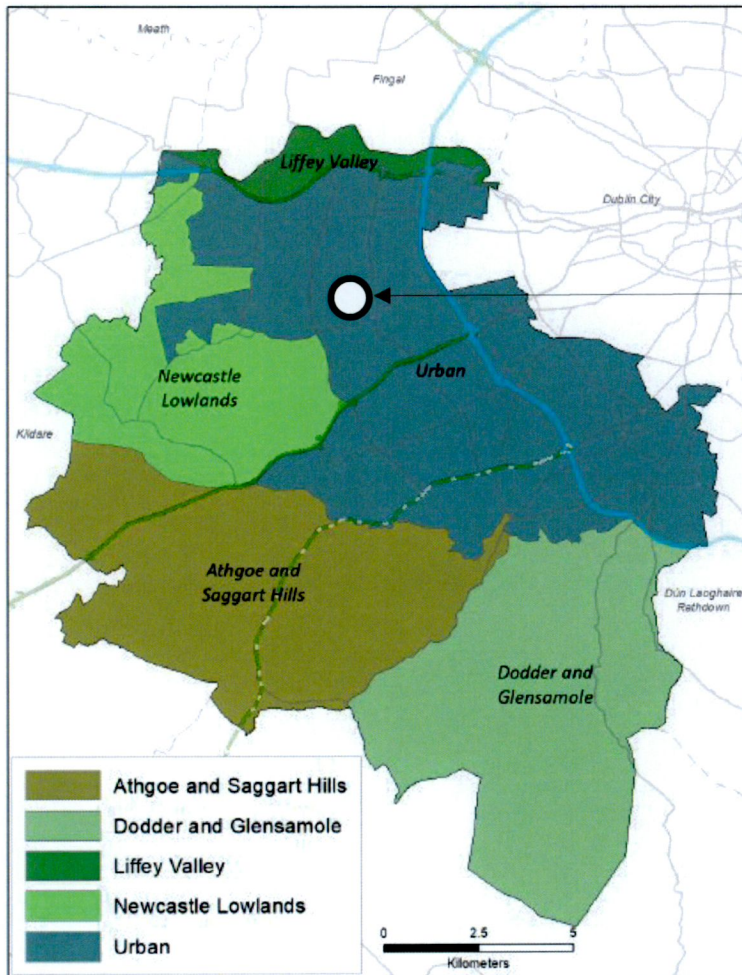
The landscape values of public parks with recreational and ecological resources, industrial heritage and views to the Dublin Mountains and agricultural hinterland are exposed to forces of change such as:

- West boundary is set against agricultural and mountain hinterlands. Untidy urban developments can adversely impact on the character of the hinterlands
- Urban developments can impact on open views to the hinterlands
- Continuous urban infrastructure developments notably road improvements generate increasing volumes of traffic and detract from opportunities to create or maintain tranquil settings
- New infill or other built developments can be insensitive to remnant historical or vernacular features

The Landscape Character Area 2 - Newcastle-Lowlands is approx. 2.0km south-west of the proposed development site. The built-up nature of the area is noted and the presence of major roads, railway, the Grand Canal, housing areas, grassy spaces, industrial areas and parks, as well as the backdrop of rural

and upland views. In general, prospects of the Dublin Mountains are to be preserved however specific viewpoints or scenic routes are not identified in close proximity to or relevant to the site.

**Figure 6: Landscape Character Areas (Source: SDDP)**



Indicative location of proposed development site T3 within LCA 5 – Suburban / Urban South Dublin

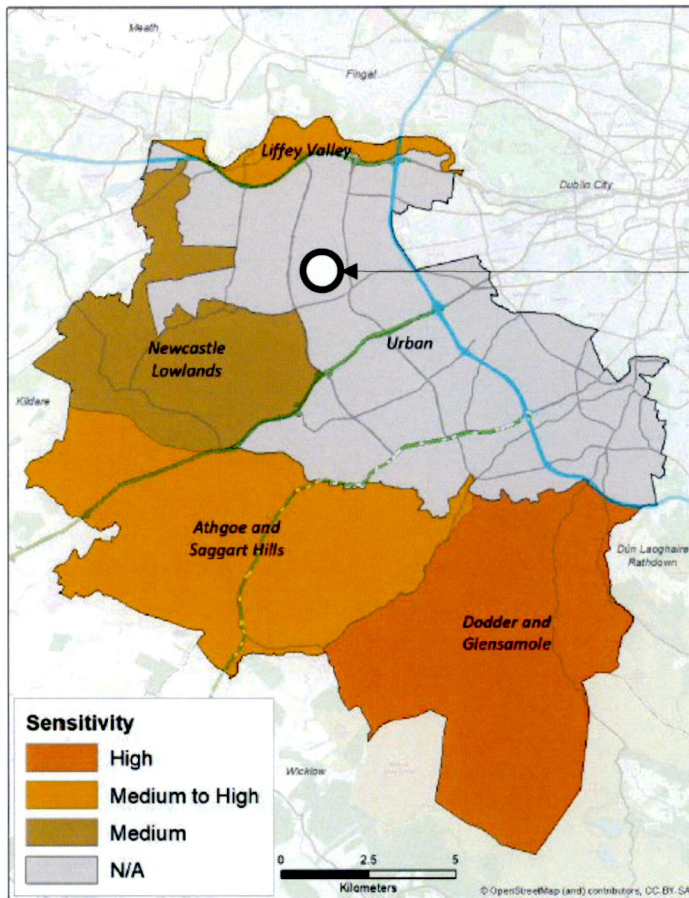
The proposed development site itself is located approx. 6.5km from the foothills of the Dublin Mountains. The views out to the Dublin Mountains and to the rural hinterland are of particular importance here. The following principles for development within LCA 5 have been identified:

- *“Grassland and other amenity area open spaces should be managed for the dual benefits of public access and biodiversity*
- *Tree and shrub planting should be an integral component of amenity grasslands (schools recreational grounds, golf courses and playing fields)*
- *The development of green infrastructure to connect different habitats within the urban context.*
- *Tree planting on streets and open spaces – particularly on ‘miscellaneous’ open space in housing areas - to improve their character*
- *Enhance connectivity between open spaces as a means of enhancing biodiversity while providing off road connections for pedestrians and cyclists.*
- *Proposed developments should be audited for their impact on views particularly those to the rural hinterland of the county.”*

*Landscape Character Sensitivity, Visual Sensitivity and Landscape Values* inform the Landscape Capacity of an area. However, the Grand Canal as a Landscape Character Type, approx. 220m distance from the proposed development site boundary is categorised in a *Low to Medium Sensitivity*, and described as:

“Artificial watercourses of historic importance. Embankments are a feature and frequently alignment is closely associated with the railway lines. Woodlands and habitats associated with the canal are important ecological features. Offers an accessible recreational area for urban dwellers.”

**Figure 7: Landscape Character Areas and Sensitivity (Source: SDDP)**



Indicative location of proposed development site T3 within LCS 5 – Suburban/Urban South Dublin

The following policy is relevant in this context:

“Policy NCBH14: Landscapes - Preserve and enhance the character of the County’s landscapes, particularly areas that have been deemed to have a medium to high Landscape Value or medium to high Landscape Sensitivity and to ensure that landscape considerations are an important factor in the management of development.”

*Views and Prospects:*

The Plan contains many scenic views and prospects of places of natural beauty of interest. However, there are none in close proximity of the site and none oriented towards the site. The following policy is relevant in this context:

“Policy NCBH15: Views and Prospects Preserve Views and Prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County.”

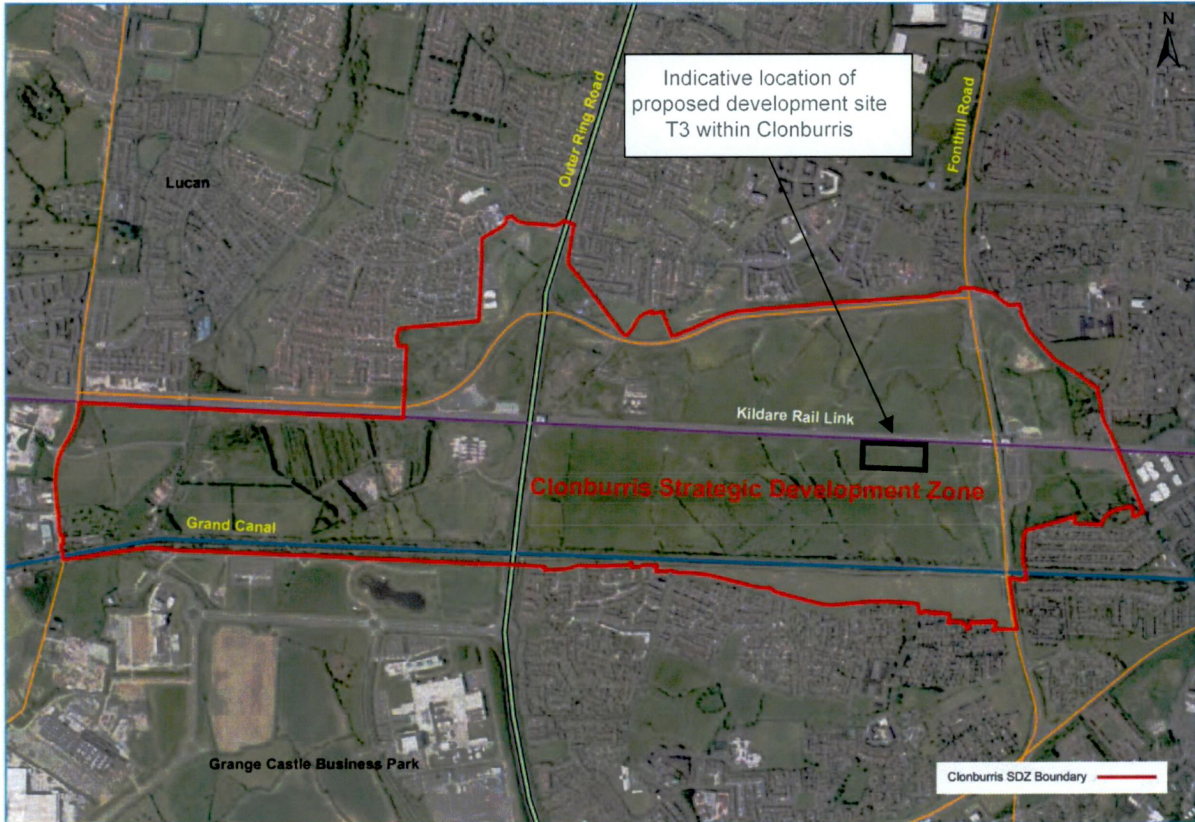
**Clonburris Strategic Development Zone Planning Scheme 2019**

The Clonburris Strategic Development Planning Scheme 2019 (*hereafter referred to as the Planning Scheme*) is an overarching document covering the SDZ lands. As identified before, the proposed development site lies within the boundary of Clonburris Strategic Development Zone (SDZ).

The SDZ lands, as shown in the below figure, covers approx. 280 hectares of South Dublin lands. The SDZ is located to the west of Dublin City Centre and the M50 – within the triangle between Lucan, Clondalkin and Liffey Valley. The SDZ lands are bisected east to west by the Dublin-Cork Railway line and by the Grand Canal to the south.

There are two train stations within the SDZ lands, the Clondalkin-Fonthill station to the East which is operational and the Kishoge station in the central section of the SDZ lands which is constructed but not operational yet.

**Figure 8: SDZ map (Source: Clonburris SDZ Planning Scheme 2019)**



Some of the key overarching principles for the delivery of the Planning Scheme are:

- The sustainable development of the SDZ lands as detailed in the accompanying Strategic Environmental Assessment Report, and associated environmental assessments are applied and adhered to in the Planning Scheme implementation
- The direction of land-uses and densities across the SDZ lands in a way that creates a sustainable urban district, based on the integration of land-use and transport planning.
- Optimising appropriate access to and use of the Grand Canal, in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme
- Delivering a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and upgrading the natural, built and cultural assets in a sensitive manner.
- Using the latest urban design principles to provide attractive, interesting and well used outdoor spaces, that create a pedestrian-centred environment with active, inviting public space, parks and private gardens
- Retaining and enhancing architectural heritage within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate

For the entity of the SDZ lands, the Planning Scheme states:

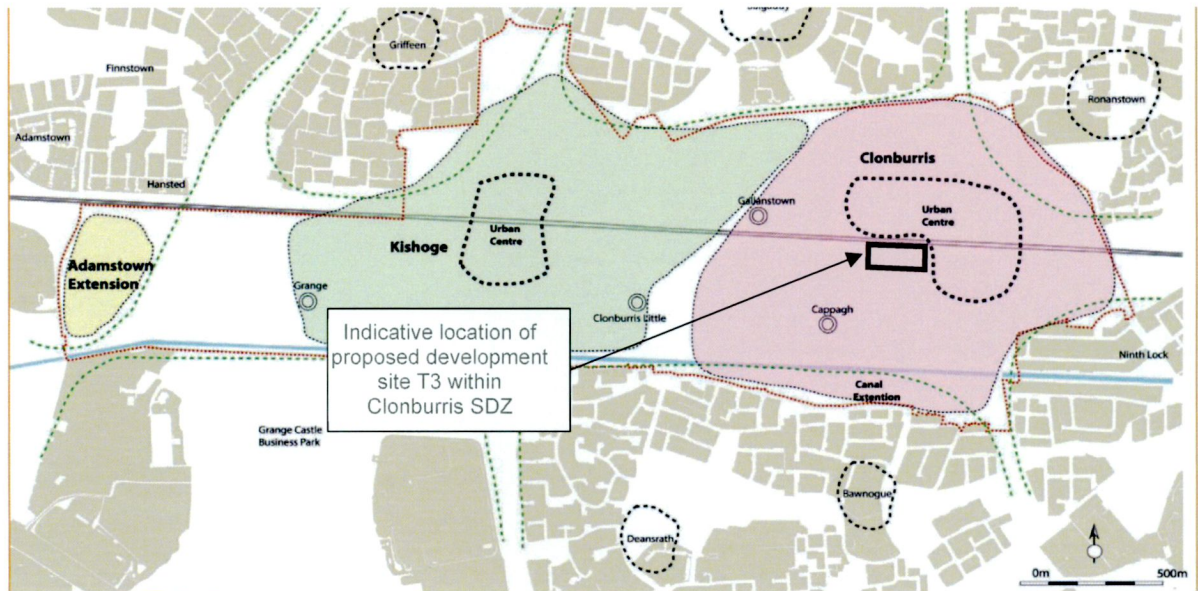
*“The scale and potential of the site, together with the extent of existing and planned public transport opportunities, services and infrastructure, and showcasing sensitive use of key site assets such as the Grand Canal, Griffeen Valley Park and other natural features, provide an excellent basis for the development of a forward thinking and vibrant new community in South Dublin County.”*

*Character Areas and Development Areas:*

The Planning Scheme establishes three broad Character Areas namely, a) Clonburris; b) Kishoge and c) Adamstown Extension. Further to the above, there are three basic land use areas; residential areas, mixed-use areas and open spaces areas.

Each character area is divided into development areas with two centres, one at Kishoge and one at Clonburris focused around the existing railway stations.

**Figure 9: Character Areas (Clonburris SDZ Planning Scheme 2019)**



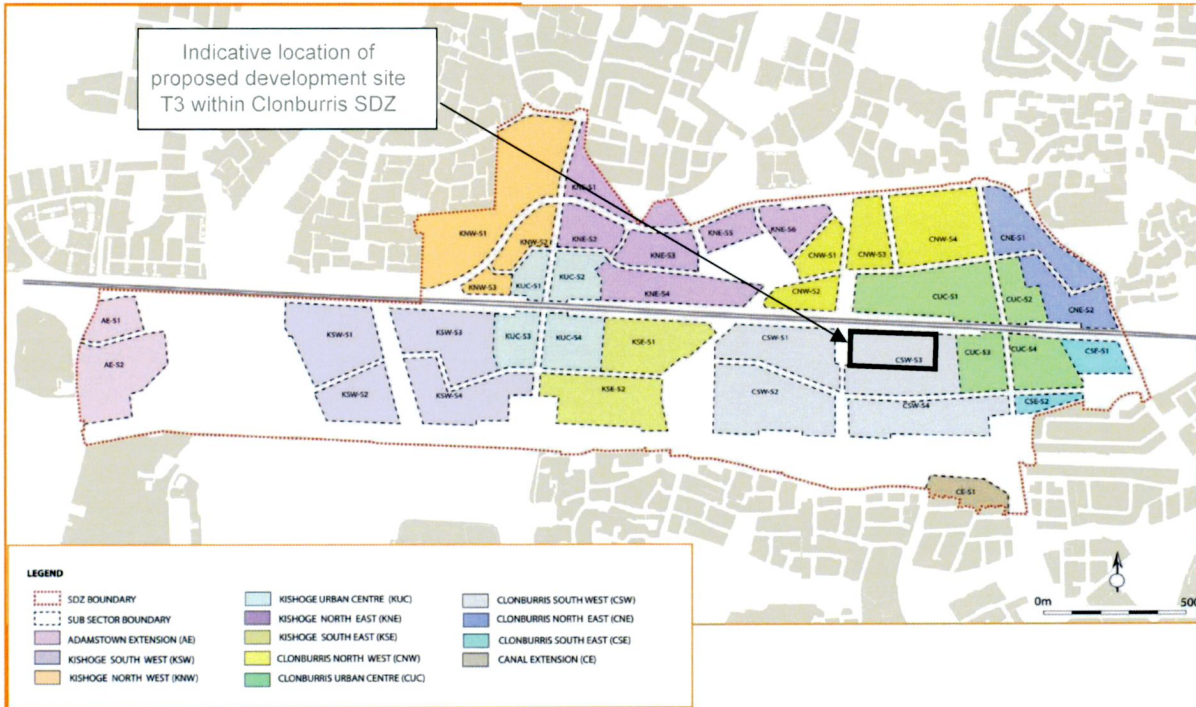
The proposed development site for T3 is on the lands of CSW-S3, Clonburris South-West, Section 3. It will form part of the Clonburris South-West residential area within the Clonburris Character Area. This section of Clonburris South-West will be developed to provide a high quality residential neighbourhood that serves the community of Clonburris and surrounding communities. The Clonburris Character Area is described as:

*“The Clonburris Character Area will comprise clustering of residential, retail and commercial uses to form a centre located around the Clondalkin Fonthill Railway Station. The centre will comprise medium to high density development located close to the public transport hub of heavy rail and planned Core Orbital bus services. Civic and community uses will also locate at the Clonburris centre and will contribute to the creation of an active and busy centre organised around a high quality designed Urban Square at its retail core. Development will transition outwards from the centre to medium and lower density residential development with local nodes, community floorspace, schools and high-quality open spaces. Development will benefit from park and canal frontage to the south and west.”*

Some of the Key Objectives for Development Area 3 - Clonburris South-West that are relevant:

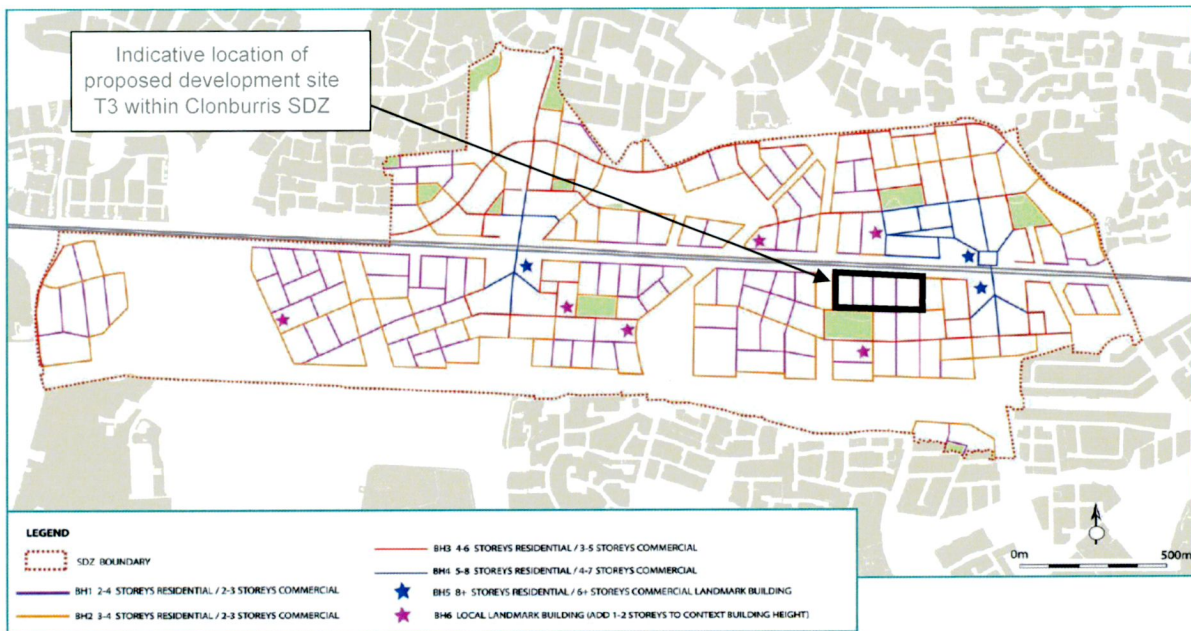
- To develop a high-quality residential neighbourhood at Clonburris
- To provide locally accessible open spaces of local and strategic importance
- To ensure high levels of legibility and ease of orientation
- To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue
- To seek the refurbishment and re-use of Omer Lock House

Figure 10: Development Areas (Clonburris SDZ Planning Scheme 2019)



The Clonburris Character Area will contain clusters of residential, retail and commercial uses to form a centre in the locatin of the Clondalkin Fonthill railway station. This area will comprise medium to high density development in close proximity to public transport and civic and community facilities.

Figure 11: Building Height Strategy (Source: Clonburris SDZ Planning Scheme 2019)



2.8.6 Building Heights and Street Widths states that varied building heights are supported across the SDZ lands to promote place making, urban legibility and visual diversity. Appropriate building height to street width ratios shall be incorporated across the SDZ lands so that a sense of enclosure along streetscapes is promoted and maintained.

*“Building heights have been designated under this Planning Scheme in a manner that recognises the importance of place making and also reflects other aspects of this scheme including density and urban structure requirements such as the primacy of Urban Centres, Link Streets and Arterial Streets. Designated building heights along Arterial and Link Streets have been determined by street width and proximity to the urban centres. Lower building heights are therefore required along Local Streets to provide a more intimate scale with the exception of park frontages where a modest increase in scale shall be utilised to provide adequate enclosure.”*

Of particular importance is the following objective for Landmark Buildings:

*“In the interest of place making and improving legibility, Local Landmark Buildings and Landmark Buildings are permissible at key locations that will punctuate both urban centres and designated local nodes.*

*Buildings that exceed the prescribed general buildings heights shall only be provided at these designated landmark locations, An additional 1-2 storeys is permissible for Local Landmark Buildings and 8+ storeys in the case of residential buildings are permissible for Landmark Buildings, subject to a maximum height of 42 metres (above street level) in the case of the Clonburris Landmark Building.*

*Landmark buildings shall be vertically proportioned as towers. Building design as opposed to building height is the key determinant in producing an acceptable Landmark Building and such buildings should be subject to architectural design competition prior to planning application.*

*Landmark Buildings should therefore be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. To further emphasise their place-making function, Landmark Buildings shall incorporate high quality public realm treatment in terms of surrounding street planting, furniture, lighting and materials etc. The design of such buildings shall therefore be based on a coherent design concept that is clearly communicated via a Design Statement and Landscape Plan. In addition to the above Design Statements for Landmark Buildings shall also analyse and illustrate the impact of the proposed development in relation to its immediate and wider context including views/vistas within and beyond the SDZ lands and in terms of sunlight and daylight effects.”*

Section 2.10 Landscape and Open Space of the Planning Scheme notes the provision of approx. 90ha of open space, in the form of strategic open space (such as Grand Canal Park), local parks and squares and urban spaces. A Parks and Landscape Strategy (incorporating a Biodiversity Management Plan) will be provided comprising the entire SDZ area and informing the design of the application lands within.

Section 2.10.4 Strategic Routes and Local Links of the Planning Scheme, in particular identifies the Railway Ecological Corridor and the Grand Canal Ecological Corridor as critical routes within the SDZ lands in order to provide uninterrupted passes throughout a vast swathe of countryside, through an array of habitats and to be used by a number of species for commuting between various habitats.

In addition to the identified primary ecological corridors, more than 30km of hedgerow/treeline habitat exist within the SDZ lands. This habitat linking the Grand Canal Corridor and the Railway Corridor should be retained where possible. Where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along proposed routes within the development. Equally, where possible, trees along the SDZ lands boundaries should be protected and retained.

### **Summary of Planning Context**

The following points summarise key issues from the planning system relevant to the landscape assessment process:

- Extensive policy supportive of major land use and landscape change – greenfield to urban - throughout the SDZ lands
- Guidance on development layout, scale grain and typology from the SDZ and Development Plan policy, Land Use / Urban Form, Design and Placemaking / Housing / Movement / Community Infrastructure and Open Space
- The SDZ sets out a masterplan and high quality design criteria for individual development sites to comply with and deliver



- Limited sensitive Built and Cultural Heritage in the immediate receiving environment – one Archaeological feature within the site and the Grand Canal and associated protected structures (including Omer Lock House) to the south. The potential for a heritage centre at Omer Lock House is identified
- Key Green Infrastructure identified including the Grand Canal (pNHA) and general protection of trees, hedgerows and natural heritage
- Site location within LCA 5 Suburban South Dublin – no sensitivity identified and varied and developing urban character acknowledged
- Grand Canal corridor categorised as Low to Medium sensitivity
- No protected views however prospects of the Dublin Mountains valued

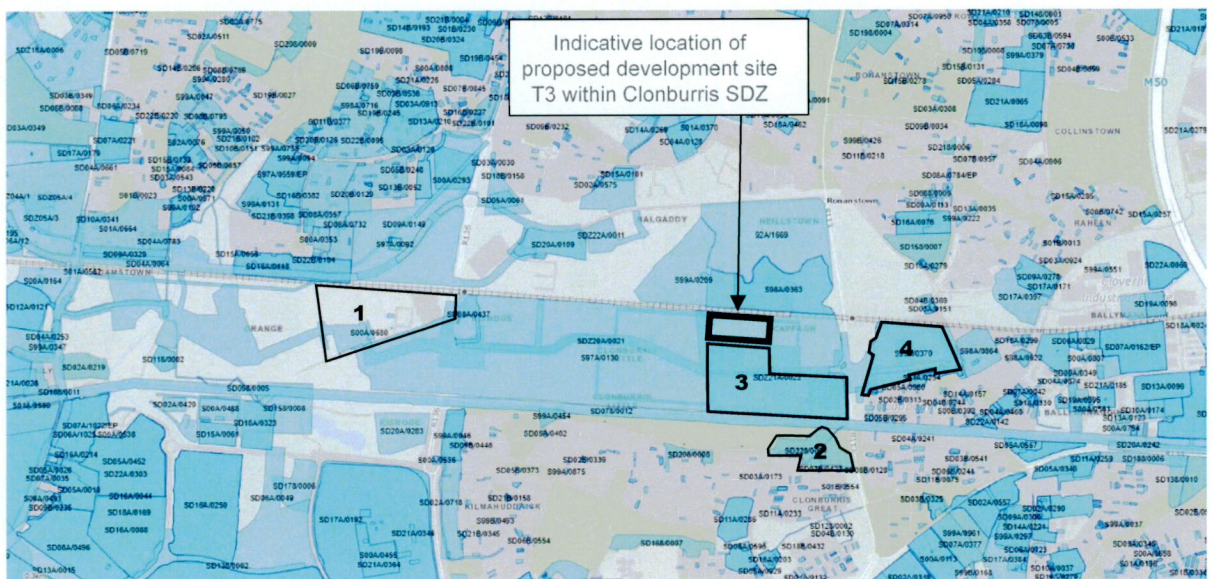
**4.2 Relevant Planning History / Decisions**

The SDZ Planning Scheme was approved in 2019. The majority of the Planning Scheme lands are not developed yet however many tiles or development areas are under design development or under planning process.

Relevant projects currently in the planning process are:

1. SD228/0003 SDCC Part 8 Pending for Social and Affordable Housing development comprising of 263 residential units.
2. SD228/0001 SDCC Approved Part 8 for 118 residential units made up of houses, duplexes, triplexes, an apartment build.
3. SDZ21A/0022 – Grant permission for Phase 1A Cairn of 569 dwellings, a creche, innovation hub and open space.
4. SDZ22A/0010 – Decision Due for Kelland Homes of 94 no. dwellings, creche and ritual / commercial unit.

**Figure 12: Planning Applications in Process (SDCC Planning Maps Online)**



Therefore, the transition of the area has already begun and is reflective of the zoning use, objectives and policies relating to the SDZ lands.

**4.3 Landscape Baseline : Description of the Site and Environs**

**Site Location and Immediate Context**

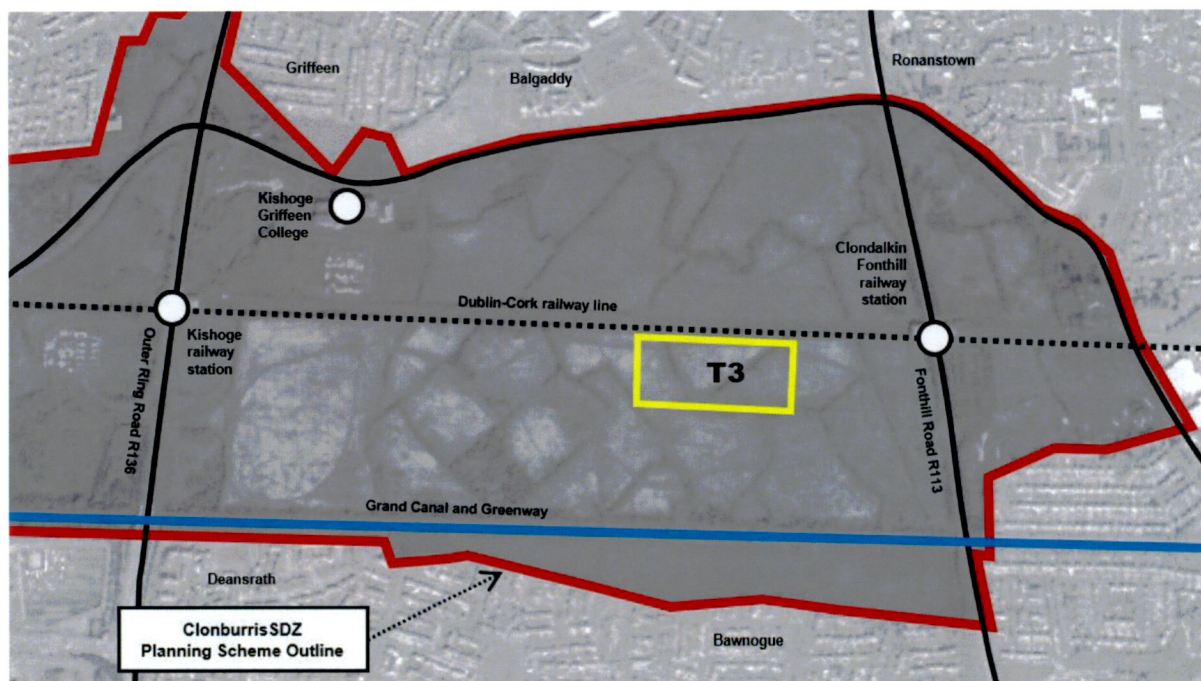
The proposed development site consists of approx. 3.45 hectares of former agricultural lands with associated hedgerow and drainage features within the wider SDZ lands described in Section 4.1 above.

The boundaries of the site itself are clearly defined by the Fonthill Road R113 to the east and by the Dublin-Cork railway line to the north while the south and the west site boundary lines are arbitrary and not defined by existing field patterns. The not yet operational Clondalkin Fonthill Railway station building west of the Fonthill Road R113 is located on the north-east corner, immediately outside the proposed development site.

This south-east area of the SDZ in which the site is located has a very similar setting and character than the entire SDZ lands which consists of former agricultural fields and hedgerows in a traditional pattern albeit now disused.

The defining features of the proposed development site are the Dublin-Cork railway line to the immediate north and the Fonthill Road R133 to the immediate east. A public car parking area of approx. 1 hectare size is located directly opposite to the proposed development site, east of the R113. A round-about provides access to the car park and forms the south-east corner of the proposed development site. The proposed development site boundary is approx. 220m north of the Grand Canal and approx. 1.40km east of the Outer Ring Road R136.

**Figure 13: Site Location**



**Landform - Topography and drainage**

The site is relatively flat overall, with gentle undulations over the extent of the entire SDZ lands within which the application lands sit. Level differences are marginal and occur naturally along the hedgerow lines. Drainage ditches are associated with the hedgerows. The SDZ lands fall slightly along drainage lines parallel to the railway corridor.

**Landcover – Built Form, Vegetation and Cultural Heritage**

The fields between the hedgerows formerly in pasture / agricultural use have become partially overgrown by native shrubs and vegetation spreading from the adjacent hedgerows. The hedgerows are mature and full generally with few taller individual or tree groups. Newer tree and shrub planting occurs near new transport infrastructure works along the railway line and along the R113 and R136 roads.

In general the SDZ lands and the site itself are clear of any intact buildings and structures at this location. The few historic features are associated with the Grand Canal including the former Lock Keepers House, Omer Lock House dating to 1790 and a protected structure. The building is named after Thomas Omer who was responsible for starting the construction of the Grand Canal in 1757. This historic manmade

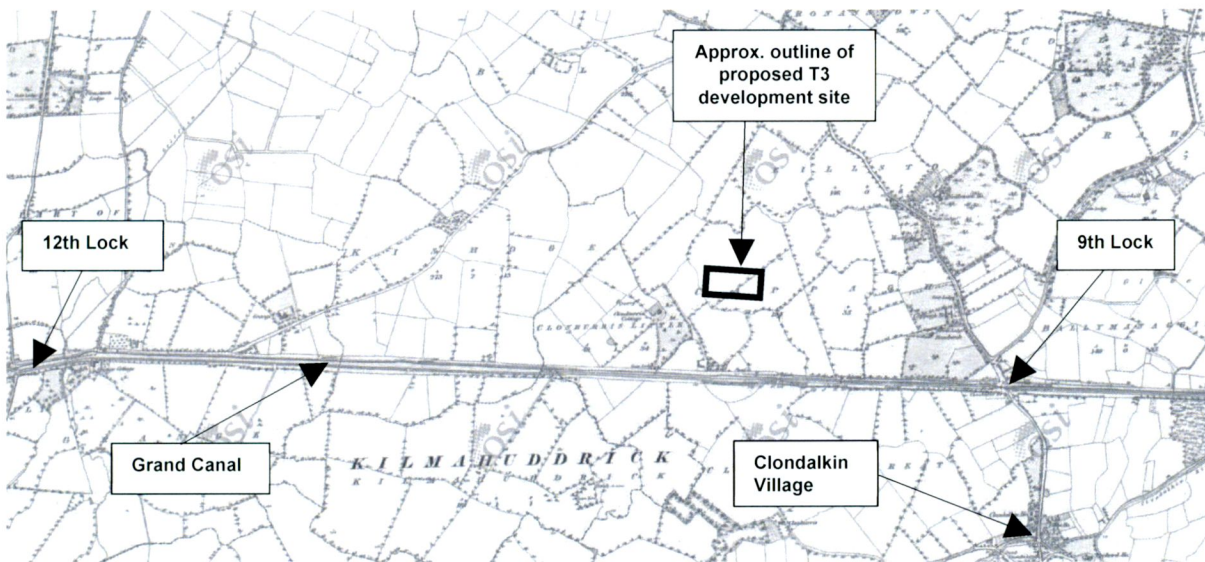
watercourse is an important part of the cultural heritage in the area. As well as the Omer Lock House and the waterway itself the 10<sup>th</sup> and 11<sup>th</sup> Locks add built heritage interest to the Grand Canal.

The Grand Canal is a proposed Natural Heritage Area (pNHA) forming an important ecological corridor identified by local planning policy as an important element of blue and green infrastructure characterised by an intact local habitat host to a relatively rich/healthy biodiversity. The canal is lined by established vegetated zones with mature trees along the north and south sides of its banks.

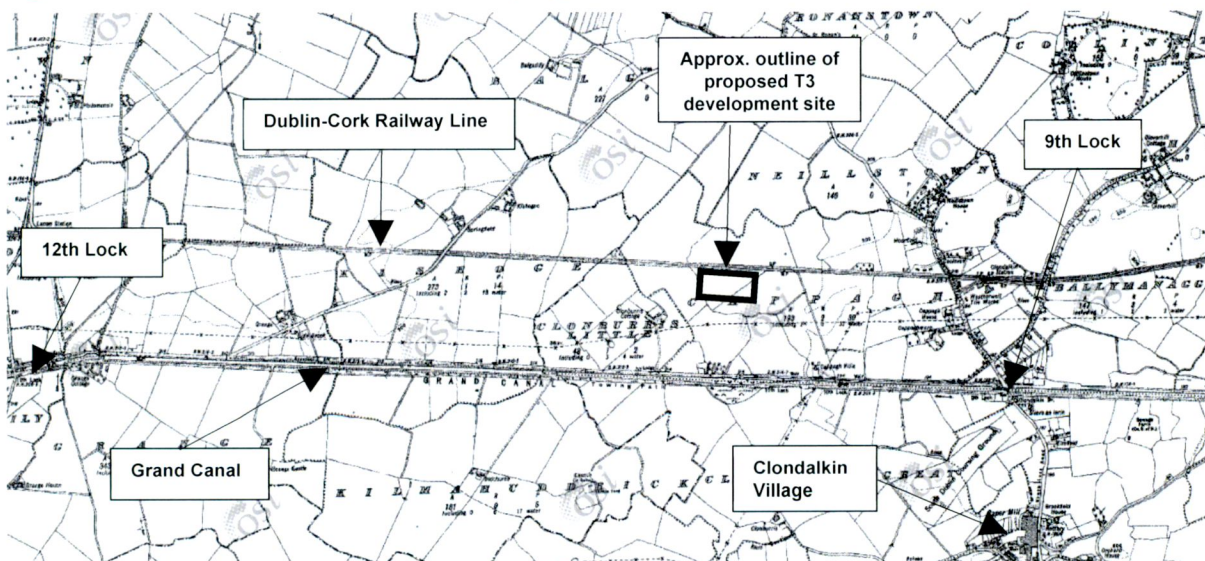
The historic towpaths that run parallel to the canal still exist and are legible. The southern towpath has been converted to a walking and cycling Greenway, while the northern towpath is used as an informal trail, although is, in many sections, inaccessible.

It should be noted that the current modern railway line to the north of the site and SDZ is also a historic feature and corridor, a railway existing at this location dating back to the mid-19<sup>th</sup> century.

**Figure 14: Historic 6 inch OSI first edition map approx. 1832 (Source: OSI Maps)**



**Figure 15: Historic 6 inch OSI last edition map approx. 1846 (Source: OSI Maps)**



### **Access**

There is currently no direct access to the site. New roads including access and drainage infrastructure works have been approved under South Dublin County Council Reference SDZ20A/0021 as part of the SDZ Planning Scheme for Clonburris.

### **Landscape Character and Visual Amenity**

The site and wider SDZ lands are now a collection of neglected and partly overgrown agricultural fields defined by surrounding roads / transport routes and existing suburbs. They have little amenity or visual value. Their character is really urban fringe and lands in transition and their future value set out in the SDZ as high quality urban/ residential areas.

### **Wider Environs**

The site is located within the Clonburris SDZ lands which cover currently vacant and unused pasture lands between the western Clondalkin suburbs and the Ronanstown area of Liffey Valley / Lucan to the north. The site and SDZ lands are served by the existing Clondalkin Fonthill railway station and potential future Kishoge railway station giving easy access to Dublin City Centre less than 10km to the east. The nearby historic village of Clondalkin with its 8<sup>th</sup> century round tower and its associated suburbs lie between the N7 Naas Road to the south, and the M50 to the east. The once rural village of Clondalkin expanded rapidly in the latter part of the twentieth century and is now a significant suburb of Dublin and the second largest urban concentration in South Dublin, after Tallaght. The SDZ and proposed site is part of this ongoing consolidation of the suburb taking advantage of location and infrastructure present.

**Figure 3: Clondalkin Village (left) and Griffeen Centre (right)**



### **Land use, Transport and settlement pattern**

The SDZ lands extend beyond the railway line to the north and the Grand Canal to the South, and west of the Outer Ring Road R136 and a short distance east of the Fonthill Road R113. The character of the SDZ remains much the same – disused urban fringe fields. Agricultural use has ceased here some time ago and the lands have not been managed since whilst awaiting long term development and anti-social activity including by motor vehicles - however in each direction the SDZ gradually merges with existing land-uses and established development.

To the north, beyond Thomas Omer Way lie the predominantly residential areas of Ronanstown and Balgaddy. The Kishoge and Griffeen Community College are key community focal points here. To the east the SDZ extends to the Ninth Lock Road which bounds the longer established suburbs and residential areas of Clondalkin. Travelling south along the Ninth Lock Road will lead to the village centre of Clondalkin and its historic round tower.

Figure 17: Balgaddy residential area (left) and Ronanstown residential area (right)



South of the Grand Canal a linear park lies between the Canal and the residential areas of Bawnogue. The park is relatively undeveloped consisting of grass and some scattered trees. To the south-west (west of the R136) lies the Grange Castle Business Park containing large industrial uses as well as the historic Grange Castle and its small park setting. West of the R136 the SDZ lands extend for another approx. 1.5km.

Figure 18: Bawnogue residential area (left) and Deansrath residential area (right)



The main transport infrastructure features in the area are the Dublin-Cork railway line and the Grand Canal (and its Greenway), both running in an east-west direction, and the three intersecting regional roads R113, R136 and R120, all running in a north-south direction. This grid of infrastructure defines the core SDZ area within which the site sits, as well as the surrounding receiving environment.

Figure 19: Grand Canal (left) and Dublin-Cork railway line (right)



The Clondalkin Fonthill railway station forms the junction of the railway line with the Fonthill Road R113. The currently non-operational Kishoge railway station forms the junction of the railway line with the Outer Ring Road R136. These stations are critical transport and economic nodes in the SDZ scheme and will define its future connectivity, attractiveness and success. A network of link and local roads spans the wider area and connects to the various residential neighbourhoods of Clondalkin, Ronanstown, Bawnogue, Deansrath, Griffeen, Hansted, Finnstown, Adamstown, and the Grange Castle Business Park.

**Figure 20: Lindisfarne Park along Grand Canal (left) and Kishoge and Griffeen College (right)**



**Landscape Character and Visual Amenity**

The surrounding residential suburbs, making up the receiving environment, have developed over a period of 60 years with varying character and quality. In general they are laid out around new road infrastructure that is often wide, lacks scale and context, and is to a low density. Design of the buildings is functional and the associated streetscapes and landscapes underdeveloped although maturing.

Bawnogue to the south of the SDZ dates from the 1970s and is typical of public housing of this period – low rise and low density, functional with limited services and amenities including landscape quality.

The public open space in form of a linear green between Lindisfarne Park and the Grand Canal is a characteristic amenity of the area.

Balgaddy to the north is similar to Bawnogue dating from the 1980s but with more variety of architecture and some private housing. However it also suffers from poor quality amenity and character. Both Balgaddy and Bawnogue exhibit a poor sense of place.

By contrast Grange Castle Business Park further west is an exemplary business campus in terms of architecture and landscape. It is likely to be unaffected by the proposed development due to distance.

East of the R113 and along the Ninth Lock Road are more established, mature, private housing areas with heritage walls and trees of old Clondalkin and a strong sense of place.

The overall character and visual amenity of adjacent residential areas ranges from high towards Clondalkin Village in an easterly direction, to low towards the north and south of the development site and SDZ lands.

**Summary of Landscape Characteristics and Values**

The values and characteristics of the site are listed below and can be categorised in two ways – values which should be conserved, and those that provide opportunity for enhancement. The conservation and enhancement values of the site are set out in this section.

**Conservation values** - The values to be conserved indicate those aspects of the receiving environment which are valued and sensitive and could be negatively impacted on by the proposed development. These are summarised below from the analysis in the previous sections. These include:

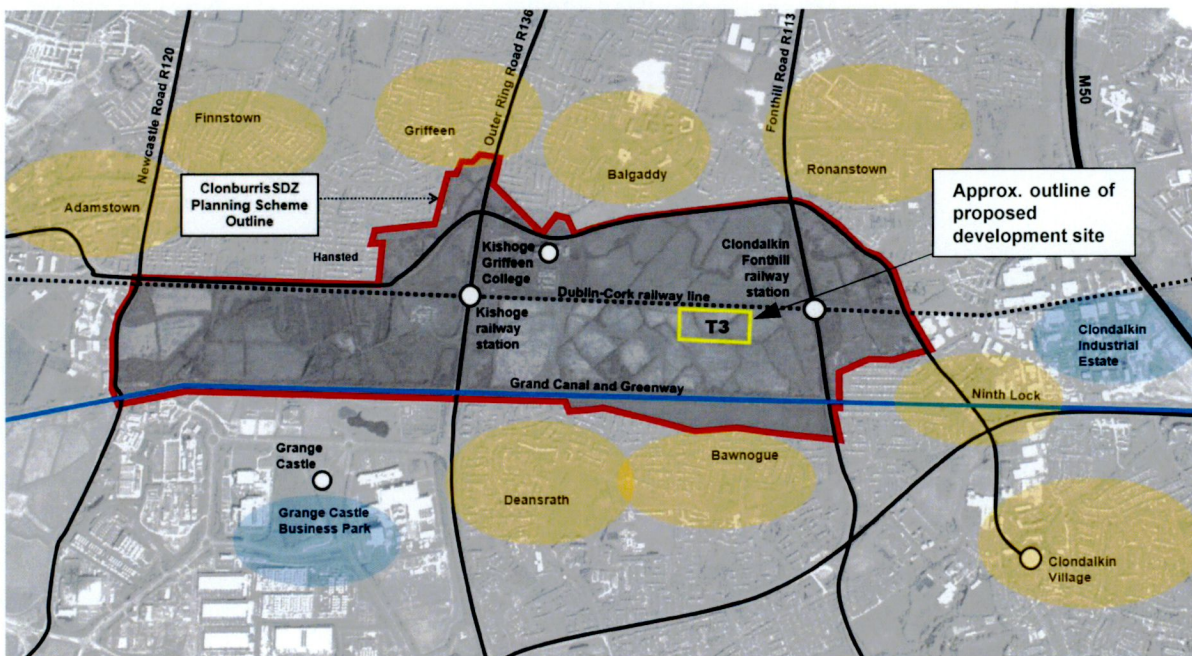
- Grand Canal corridor and associated natural (pNHA) and cultural heritage and Greenway

- Archaeological site features
- Mature, established character and built heritage of Clondalkin Village and older residential areas

**Enhancement values** - The values to be enhanced represent the site's capacity to accommodate change and therefore reflect landscape susceptibility. These include:

- Extensive policy supporting and guiding development and major landscape change
- Change underway through new developments in the planning process
- Extensive transport infrastructure already in place – roads and rail
- Underused nature of the Grand Canal and Greenway
- No protected views
- Neglected character of site and wider SDZ lands – lands in transition
- Limited sensitivities of the lands in terms of visual amenity, landscape structure other than hedgerows / field pattern
- Weak character of the built environment / receiving environment to the north and south of the SDZ lands

**Figure 21: Site Context**



## 5 PREDICTED LANDSCAPE IMPACTS

### 5.1 Landscape Sensitivity

The proposed development site falls within the *LCA 5 – Urban South Dublin* where the landscape value and landscape sensitivity are not specified. The character of these lands is highly variable from sensitive heritage landscapes and villages to old style industrial and urban sprawl and fringe urban areas.

The Clonburris Planning Scheme lands (in which the proposed development site is located) is an area of and south of the SDZ boundaries, with more mature residential areas of Clondalkin to the east. The SDZ lands have been in neglect for a number of years and with the surrounding areas very much reflect an urban fringe environment in transition.

The proposed development site and its receiving environment were described in Section 4 above. They contain few valued elements, features or characteristics with the exception of the archaeological feature identified on site, local hedgerows and trees and the nearby Grand Canal pNHA and corridor.

The land is zoned as part of the Clonburris SDZ lands. The SDZ Planning Scheme provides a vision for the immediate environs and site. The Planning Scheme lands have a mix of residential, mixed-use, educational and open space land use. Presently, most of the SDZ lands are undeveloped however many tiles / development areas are either under design development and/ or in the planning process. Therefore, the area as whole is in transition.

Therefore, the **Landscape Sensitivity** of the receiving environment is classified as '**Low**' – *“Areas where the landscape has few valued elements, features or characteristics and the character is weak. The character of the landscape is such that it has capacity for change; where development would not make a considerable change or would make a positive change. Such landscapes are generally unrecognised in policy and where the principle management objective is to facilitate change through development, repair, restoration or enhancement.”*

## **5.2 Construction Impacts and Effects on the Landscape**

The construction stage will be programmed over 18-24 months resulting in ongoing infrastructure, building and related works for that period of time. These are generally destructive and visually adverse in nature.

The **Landscape Sensitivity** is described above as **Low**. The magnitude of change would affect the receiving environment and would also affect the wider landscape setting at construction stage.

The **Magnitude of Change** is assessed as **Medium**.

Therefore, the landscape change is assessed to be of **Slight** importance and **Adverse** quality during Construction Stage.

## **5.3 Operational Impacts and Effects on the Landscape**

The impact of the development is the change of the site from open (neglected) fields to a new residential area. Locally some trees and hedgerows will be affected, however the proposals reflect the guidance of SDZ Planning Scheme.

The **Effect** of this in terms of alteration of the landscape character is assessed for the site as:

The **Magnitude of Change** is assessed as **Medium** – *“Change that is moderate in extent, resulting in partial loss or alteration to key elements features or characteristics of the landscape, and/or introduction of elements that may be prominent but not necessarily substantially uncharacteristic in the context. Such development results in change to the character of the landscape.”*

(This reflects the Development Plan zoning and current nature of the site and the lands within the wider Clonburris SDZ Planning Scheme).

The **Effect** is of **Slight** importance.

Qualitatively the landscape effect is **Neutral in the Short, Medium and Long Term**. – *“Scheme complements the scale, landform and pattern of the landscape / townscape / view and maintains landscape quality.”*

This recognises that the change in character from open field site in the urban fringes of South Dublin to urban is complementary to the existing land uses, reflects land use policy for the site and the SDZ guidance. Overtime the new development will be part of urban place-making at this location consolidating the wider suburbs and repairing links and connectivity with new built development.



## 5.4 Cumulative Impacts on the Landscape

As nearby approved and “in planning” areas of the SDZ are implemented the cumulative change would increase as the wider SDZ vision is realised.

The cumulative **Magnitude of Change** is assessed as **High** – “Change that is moderate to large in extent, resulting in major alteration to key elements, features or characteristics of the landscape ... Such development results in change to the character of the landscape.”

The effect is of **Moderate** importance.

Qualitatively the **Landscape Impact** is assessed as **Beneficial** – “Scheme improves landscape or townscape view / quality and character, fits with the scale, landform and pattern and repairs / removes damage caused by existing land uses.”

## 6 PREDICTED VISUAL IMPACTS

### 6.1 Zone of Visual Influence and Potential Visual Receptors

Based on the assessment of the landscape characteristics, values and sensitivities, 19 representative viewpoints were selected to assess the visibility of the site, visual impact and effects.

The landscape architect’s site survey and verified views were conducted in July 2022.

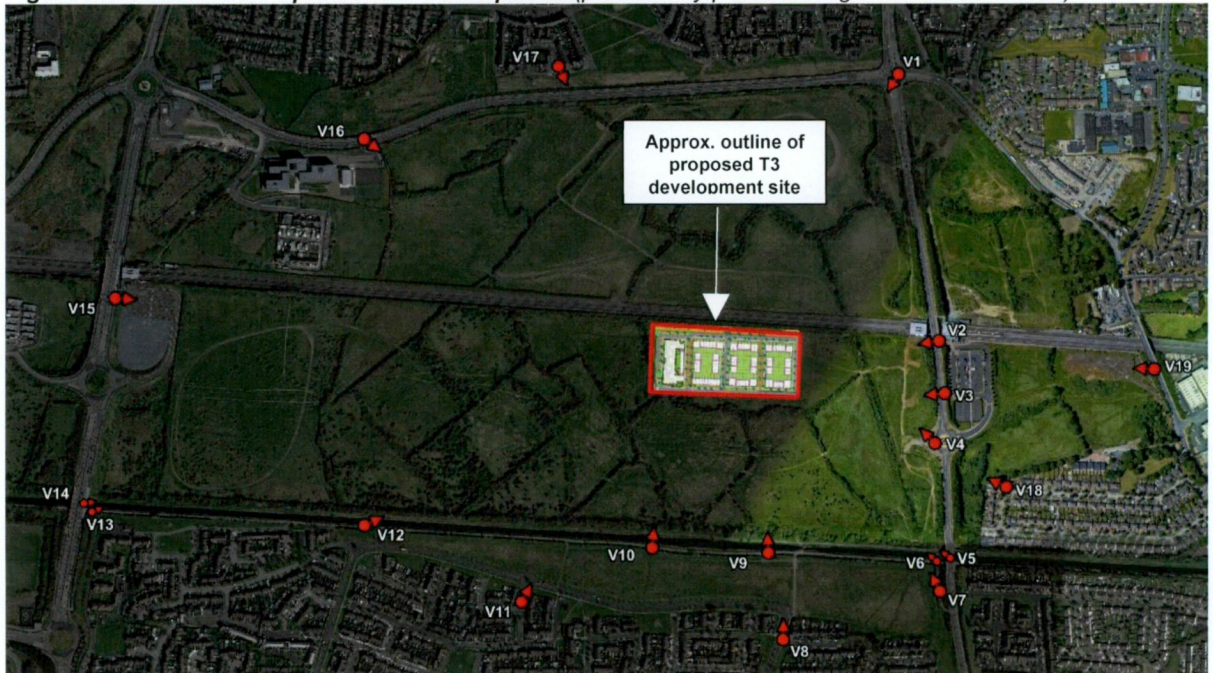
The 19 representative viewpoints are listed below in Table 9.8 with a rationale for the selection of the viewpoint and the distance from the proposed development site boundary to the viewpoint.

**Table 6: Schedule of Viewpoints and Representative Visual Receptors**

VP	Receptor and Views	Rationale for Selection	Approx. Distance to Site Boundary
1	Ninth Lock Road / Thomas Omer Way junction looking south-south-west	Long distance views. Representing road users	620m
2	Clondalkin Fonthill railway station looking west	Close proximity elevated views. Representing road and railway users	150m
3	R113 between railway station and roundabout looking west-north-west	Close proximity elevated views. Representing road users	150m
4	R113 roundabout / junction of proposed link street looking north-west	Close proximity views. Representing road and proposed site users	200m
5	R113 bridge over Grand Canal looking north-west	Mid distance elevated views. Representing road users and open space users	390m
6	Grand Canal Greenway at Fonthill Road R113 bridge looking north-west	Mid distance views. Representing open space users	390m
7	Walking / Cycling ramp to Greenway looking north-west	Mid distance views. Representing open space users	430m
8	Bawnogue Road residential estate looking north	Mid distance views. Representing residential users and open space users	450m

9	Grand Canal Greenway at Omer Lock House looking north	Mid distance views. Representing open space users	290m
10	Grand Canal Greenway at resting place looking north-north-east	Mid distance views. Representing open space users	320m
11	Melrose Road residential estate looking north-east	Mid distance views. Representing residential users and open space users	490m
12	Grand Canal Greenway at resting place looking north-east	Long distance views. Representing open space users	660m
13	Grand Canal Greenway at Outer Ring Road R136 bridge looking east-north-east	Long distance views. Representing open space users	1140m
14	R136 bridge over Grand Canal looking east-north-east	Long distance elevated views. Representing road users	1140m
15	Kishoge railway station looking east	Long distance elevated views. Representing road and railway users	1050m
16	Kishoge and Griffeen Community College looking east-south-east	Long distance elevated views. Representing road users and college users	640m
17	Tor An Ri Lane residential estate looking south-east	Long distance views. Representing residential users	540m
18	Cappaghmore residential estate looking north-west	Mid distance views. Representing residential users	380m
19	Ninth Lock Road looking west	Long distance views. Representing road users	650m

**Figure 22: Location of Representative Viewpoints** (provided by photomontage consultants 3DDB)



Visual effects are assessed initially in the Construction Phase and thereafter in the Operational Phase.

**Photography and presentation of viewpoints**

Each Viewpoint is illustrated by a photograph showing the existing view and a photomontage, or technical visualisation, showing the proposed development, and any permitted or proposed development nearby to illustrate the cumulative effect.

Photographs and photomontages have been produced by 3D Design Bureau and are presented in a separate booklet with a map of their locations. Verified photographs and photomontages have been taken with a wide-angle focal length (FL) and prime lens to allow representation of the development within its context. In all visualisations, the extent of the 50mm FL view has been indicated for reference, which is broadly equivalent to the c.40 degree Horizontal Field of View (HFoV) and is representative of what the human eye perceives and reflects the requirements TGN 06/19 *Visual Representation of Development Proposals* by the UK Landscape Institute 2019.

Each viewpoint is described below in two parts, firstly its existing (baseline) condition, and secondly to describe the predicted effects or change brought about by the proposed development. The descriptions, including the change / effects, focus primarily on the extent of the 50mm view but refers also to the wider context provided by the visualisation, as appropriate, to inform analysis.

To correctly view the photomontage at the appropriate scale the extents of the 50mm FL lens or 40 degree HFoV should be extended to A3 in size and viewed at arm's length. This can be done by printing a hard copy or, more easily, digitally on screen, allowing reference back to the wide-angle visualisation to help understand the context.

Effects at Construction Stage are briefly described. Effects at Operational Stage will be described in more detail.

## **6.2 Construction Impacts and Effects on Visual Receptors**

The construction stage is expected to be phased over four years, which will limit the extent of impact associated with construction to this limited period.

There will be moderate negative impacts associated with the construction works over a phased basis for this development. This will be due to the substantial site clearance and building processes required to construct the proposed development. Effects on visual receptors are tabulated according to the representative viewpoints below, but by their nature are predominantly adverse in nature, varying in magnitude and importance. All effects on visual receptors resulting from the construction stage are expected to last under four years and are all therefore considered temporary effects.

## 6.3 Operational Impacts and Effects on Visual Receptor

### **Viewpoint 1** – Ninth Lock Road / Thomas Omer Way junction looking south-south-west

#### **Existing View**

The existing view looks along the R113 in a south-south-west direction towards the Clondalkin Fonthill railway station and the site to the west of the R113. The viewpoint is approximately 620m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) at this junction and the adjacent residential community of Ronanstown.

In the foreground and middle-ground, the viewer is looking at the large road junction / crossroads including extensive road surfacing, footpaths, cycle lanes, traffic light controlled pedestrian crossings and high public lighting masts. The middle ground view of the R113 continues into the background towards the Clondalkin Fonthill railway station. The view onto the SDZ lands west of the R113 is partly screened by a line of mature trees and opens up approx. 100m south to background views of the Dublin Mountains on the horizon.

The viewpoint is located at the main Road junction in the neighbourhood of Ronanstown, a residential suburban area of Clondalkin. Whilst the foreground of the view is dominated by the road junction, the middle distance along the Fonthill Road, and further east towards the Dublin Mountains is an attractive evolving landscape composition. The viewpoint is representing road users passing through Ronanstown and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or on public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

#### **Visual Impacts and Effects**

The existing view will not be affected by the proposed development. The roofline of the new buildings will be comparably low, approx. at the height of existing posts and railings lining the Fonthill Road and Thomas Omer Way at this junction and therefore invisible. Visibility will not change during the construction phase and during the winter when vegetation foliage is reduced.

The proposed development would not be visible from this location.

There would be no impact or effect.

#### **Cumulative Impact**

The various schemes of future development within the Clonburris SDZ lands, particularly on sites within Clonburris Northwest S4 immediately to the south of this junction will change this view considerably behind the existing screening vegetation. The Clonburris SDZ sites T1 and T2 will only change this view marginally in the background along Fonthill Road to the left. The majority of future developments of the Clonburris South-West Area will not be visible behind existing vegetation and fence structures in the middle ground. General maturing vegetation, particularly lining the Fonthill Road will reduce this effect further over time. Therefore, the cumulative impact will be of low importance and neutral.

## Viewpoint 2 – Clondalkin Fonthill railway station / R113 looking west

### **Existing View**

The existing view is taken from the eastern footpath of the R113 at the crossing with the Dublin-Cork railway line and the Clondalkin Fonthill railway station, looking in a west-south-west direction. The viewpoint is approximately 150m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and the adjacent residential communities passing or accessing the railway station.

In the foreground the viewer is looking at the road with western footpath bordered by a stone clad parapet wall to the railway. The future access gate to the railway station towards the south is fenced off. In the middle-ground the railway station structure frames the view to the north while dense tree and shrub vegetation frame the view to the south. The centre view opens up to treetops on the Clonburris pasture lands and plant structures of the Grange Castle business park behind vegetation on the horizon.

The viewpoint is located at a strategic transport node, between road and railway and dominated by railroad structures and associated infrastructure which break the vegetation screen along the R113. The viewpoint is representing road users passing this node and local residents using the road, cycle lane or footpaths to either pass or access the railway station. Particularly motorists using the Park&Ride car park to the immediate south-east of the railway station experience this view.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or are accessing public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The proposed development will be barely visible behind the existing stone wall that lines Fonthill Road and the railway bridge in this section and visible in this view. Only the roofline and parts of the top floors of proposed buildings will be discernible from here while maturing proposed trees will reduce this visibility further. The majority of the background view onto existing vegetation in the SDZ lands and the horizon view of the Grange Castle business park will remain unaltered. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **Low** – *Minor intrusion of the development into the view, or introduction of elements that are characteristic in the suburban residential context, resulting in minor alteration to the composition and overall character of the view but no change to visual amenity.*

**The Importance of Visual Impact** is assessed as **Medium** with visual and physical integration of the distant and partially discernible proposed development into the existing and changing suburban mixed-use environment and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality* - a positive contribution to placemaking and creating an urban centre at this location and with an overall enhancing addition to the local character of a growing built environment and area of South Dublin.

### **Cumulative Impact**

Future development on site T2 in particular will change the character and setting of the existing view considerably due to additional structures along the R113 with proposed transport hub and urban centre near the railway station, in accordance with policy. These will be visible in the left middle ground south of site T3 and will cover views of the proposed development on site T3. Future development within the SDZ lands will possibly be discernible in the background behind sites T2 and T3, contributing to the advised suburban transformation in Clonburris. However, it will be lessened by maturing vegetation along Fonthill Road R113. Therefore, the cumulative impact will be of medium importance and neutral.

### **Viewpoint 3** – Fonthill Road R113 between railway station and roundabout looking west-north-west

#### **Existing View**

The existing view is taken from the eastern footpath of the R113 approximately halfway between the railway station and the future SDZ access point from the R113, looking in a west direction. The viewpoint is slightly elevated and approximately 150m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and the adjacent residential communities passing or approaching the railway station.

In the foreground the viewer is looking at the road with western footpath bordered by a metal fence. The middle-ground is formed by a screen of dense vegetation, consisting of trees and shrubs. A view of the background and horizon would be partially visible in the winter and partly spring and autumn when foliage is reduced.

The viewpoint is set at a geographic location of the R113 where an elevational eastern view of the proposed development behind the existing vegetation is theoretically possible for viewers passing. The viewpoint is representing road users on the R113 between Ronanstown and Clondalkin and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or on public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

#### **Visual Impacts and Effects**

The existing view will not be affected by the proposed development. The roofline of the new buildings will be comparably low, only marginally higher than the railings lining Fonthill Road in this section of the road. Visibility is unlikely during the construction phase and during the winter when vegetation foliage is reduced.

The proposed development would not be visible from this location.

There would be no impact or effect.

#### **Cumulative Impact**

The various schemes of proposed and permitted development envisaged within the Clonburris SDZ lands will not change the character and setting of the existing view. Future development along the Fonthill Road R113 will unlikely be visible behind the screen of existing vegetation and future planting, with the potential to further mature and lessen any potential impact. It is concluded that a cumulative impact does not exist.

## Viewpoint 4 – Fonthill Road R113 junction with proposed link street looking north-west

### **Existing View**

The existing view looks from the existing Fonthill Road R113 roundabout in a north-west direction. This location marks the future access point from the R113 into the Clonburris SDZ and the existing access to the Park&Ride car park east of the R113 behind this viewpoint. The viewpoint is approximately 200m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and future residents and visitors to the SDZ lands.

The foreground is characterised by the roundabout, its barriers and access gates with roadblocks towards the future link road. Dense shrubs are lining the existing site fence and are obstructing views onto the fields behind. In the middle-ground the viewer is looking at slightly undulating, disused pasture lands which are framed by views onto hedgerows and trees in the background. A line of high voltage power pylons is discernible on the horizon.

The viewpoint is located at a future strategic transport node where road users will experience views towards the proposed development in various directions, in particular when entering the Clonburris SDZ lands and when exiting the Park&Ride car park for Clondalkin Fonthill railway station on the opposite side of the road. The viewpoint is representing road users on the R113 between Ronanstown and Clondalkin and existing and future local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers perceiving their surroundings from this viewpoint are primarily engaged in travelling and will be moving at slow to moderate speeds. They are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The proposed development will be visible in the background, with pitched roofs and gable walls being in partial view and forming parts of the horizon in the centre of the view. The existing view of the road with access point in the foreground and disused agrarian land in the middle ground will remain unaltered. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **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.*

**The Importance of Visual Impact** is assessed as **Medium** with visual and physical integration of the distant and partially discernible proposed development into the existing and changing suburban residential, commercial and transport environment and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality* - a positive contribution to placemaking and creating an urban centre at this location and with an overall enhancing addition to the local character of a growing built environment and area of South Dublin.

### **Cumulative Impact**

The various schemes envisaged within the Clonburris SDZ lands will change this view considerably, particularly permitted structures on site T1 which will partially obstruct views of the southern section of T3. Future development on adjacent SDZ sites might be partially discernible behind sites T1 and T3 and to the north of T3, along the railway line. These anticipated changes to the view are in accordance with policy for development in and will support the proposed transformation and placemaking in Clonburris. Planting within the site T1 and generally maturing vegetation will change this view through additional screening. Therefore, the cumulative impact will be of medium importance and beneficial.

## **Viewpoint 5** – Fonthill Road R113 bridge crossing Grand Canal looking north-west

### **Existing View**

The existing view looks from the Fonthill Road R113 bridge crossing the Grand Canal at the 10<sup>th</sup> Lock in a north-west direction towards Balgaddy and Griffeen. The viewpoint is approximately 390m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.), recreational users entering the Grand Canal Greenway at this location and the residential communities between Ronanstown and Clondalkin.

The bridge parapet and the 10<sup>th</sup> Lock of the Grand Canal are the dominant features in the foreground, including a view of the northern towpath. In the middle-ground, the viewer is looking at thickets parallel to the canal and towpath, behind that hedgerows, trees and disused pasture lands. A line of telephone poles crosses the fields in the middle ground. The background is formed by a belt of vegetation, made of trees, bushes and hedgerows with structures of the Balgaddy and Griffeen residential estates being discernible on the horizon.

The viewpoint is located at the crossroads between the Fonthill Road R113 and the Grand Canal. Road users are experiencing long distance views of the linear features of the Grand Canal and of the Clonburris fields from here. Particularly for pedestrians and cyclists it is perceived of scenic value and a gate to the Greenway. The viewpoint is representing road users between Ronanstown and Clondalkin and local residents using the road, cycle lane or footpaths for commuting and recreational purposes.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are travelling but dependent on mode and speed are experiencing a unique view of the landscape, with characteristic heritage features.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The proposed four storey apartment buildings will be partly visible in the left background while the proposed houses are barely discernible with partial vision of sloped roofs behind dense vegetation in the central background. The disused agrarian land in the middle and background will remain unchanged, so will the foreground with the Grand Canal, banks, lock and towpath. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **Low** – *Minor intrusion of the development into the view, or introduction of elements that are characteristic in the suburban residential context, resulting in minor alteration to the composition and overall character of the view but no change to visual amenity.*

**The Importance of Visual Impact** is assessed as **Medium** with visual and physical integration of the proposed development into the existing and changing suburban residential, commercial and transport environment and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality - without any adverse impact on the existing landscape and visual quality for Greenway users passing this location.*

### **Cumulative Impact**

The various schemes envisaged within the Clonburris SDZ lands, particularly the permitted development of area T1 and future development of T2 will change this view considerably with buildings in the middle ground closer to the Grand Canal which will be more dominant and will partially obstruct views of site T3. Future development on adjacent SDZ sites might be partially discernible in the left background and behind sites T1-T5. Planting within site T1 and generally maturing vegetation will change this view by additional screening. Cumulative changes to the landscape and view will adhere to local planning policy and will be positive contributions for the envisaged transformation to residential land-use. Therefore, the cumulative impact will be of medium importance and beneficial.



## Viewpoint 6 – Grand Canal Greenway at Fonthill Road R113 bridge looking north-west

### **Existing View**

The existing view looks from the Grand Canal Greenway, which runs parallel along the south of the canal and is in a north-west direction. The viewpoint is approximately 390m from the site boundary and is representative of views experienced by recreational users of the Greenway, mostly pedestrians and cyclists moving west along the Grand Canal towards the Omer Lock House in the direction of Adamstown.

The 10<sup>th</sup> Lock of the Grand Canal is a protected structure and dominant feature in the foreground while the northern towpath is hardly discernible. In the middle-ground, the viewer is looking at thickets lining the northern towpath parallel to the canal. The line of trees and shrubs in the middle ground screens the view of the background and horizon from this location. A telephone line and posts are only barely discernible through the trees and scrubs in the middle ground. Partial visibility of the disused pasture fields behind the thickets is possible during autumn, winter, spring with reduced foliage.

The viewpoint is located at the bottom of the pedestrian/cycling access ramp leading down from the Fonthill Road R113 to the Grand Canal. The 10<sup>th</sup> Lock comes into view after passing the Greenway underpass under the R113 and is considered of scenic value of the Grand Canal heritage. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are entering the Greenway at this access point from the R113 for various recreational purposes.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are travelling but are experiencing a unique view of the landscape, with characteristic heritage features.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will not be affected by the proposed development. The roofline of new buildings will be comparably low, only marginally higher than the lock structures and entirely screened behind existing vegetation in the middle ground. Visibility is unlikely during the construction stage and during the winter when vegetation foliage is reduced.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

The various schemes on Clonburris SDZ lands, including permitted development on site T1 and future development on site T2 will not change visibility of proposed buildings because existing and planting within site T1 will increase landscape capacity and screen views of future development in the area. It is concluded that a cumulative impact does not exist.

## **Viewpoint 7** – Walking / Cycling ramp to Greenway looking north-west

### **Existing View**

The existing view is taken from approximately midpoint of the pedestrian/cycling access ramp between the Fonthill Road R113 and the Grand Canal Greenway looking in a north-west direction. The viewpoint is approximately 430m from the site boundary and is representative of views experienced by recreational users, mostly pedestrians and cyclists accessing the Greenway to move either east or west along the linear route parallel to the Grand Canal.

The view is of the tarmacked path and the dense vegetation of smaller trees and larger shrubs in the left foreground. The middle ground opens up at the bottom of the ramp towards the canal allowing a view onto the Clonburris fields and parts of the Clondalkin Fonthill railway station in the background. Visibility of the background behind the dense vegetation will change during autumn, winter, spring with reduced foliage.

The viewpoint enables channelled long-distance views along the dropping ramp onto the SDZ lands in the direction of the proposed development. The framing effect of the vegetation enhances the expectation of a possibly scenic view opening up at the bottom of the ramp where it meets the linear open area of the Grand Canal Greenway. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are entering the Greenway at this access point from the R113 for various recreational purposes.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are walking and cycling and are experiencing a unique view of the landscape, with characteristic heritage features.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

This view will not be changed by the proposed development because it will be entirely screened by the existing dense vegetation lining the access ramp either side, during the construction and operational phases.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

The various schemes of permitted and future development envisaged within the Clonburris SDZ lands will only change this view marginally. Buildings on site T1 near the Grand Canal become partially visible where the ramped path opens up views of the SDZ lands in the background. A generally maturing vegetation north of the canal will manifest this green view by additional screening. Therefore, the cumulative impact will be of low importance and neutral.

## Viewpoint 8 – Bawnogue Road residential estate looking north

### **Existing View**

The existing view looks along Bawnogue Road in a north direction towards the road bend into Lindisfarne Park. The viewpoint is approximately 450m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, pedestrians etc.) of which a large proportion are from the local residential community of Bawnogue/Lindisfarne Park.

The foreground is structured by the single carriageway with tree lined verges and footpaths on either side. A bus stop is visible on the west side of the road. In the middle ground the viewer sees a residential garden wall to the west and high residential garden hedges to the east which frame the expanse of the streetscape. The background opens up to a view of the green open space north of Lindisfarne Road stretching towards the Grand Canal and Greenway, whose views are screened by a line of trees and shrubs that form the horizon line. The Clonburris SDZ lands are not visible from here and reduced foliage during autumn, winter, spring will only change the visibility slightly.

The viewpoint is on a neighbourhood link road of Bawnogue, a predominantly residential suburban area of South Dublin. Bawnogue Road is on a local bus route which makes this view more prominent for a larger user group. The viewpoint is representing road users passing through the neighbourhood of Bawnogue and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **High** – *Residential receptors considered of high susceptibility, such as locations where viewers are travelling at low speed, walking and cycling and are experiencing a unique view of their local green open space, of good physical and visual quality.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

This view will not be changed by the proposed development because it will be entirely screened by the existing garden wall of the left end terrace in the middle ground and by existing parkland vegetation along Lindisfarne Park and the Grand Canal in the background, during the construction and operational phases.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

The various schemes of future development on Clonburris SDZ lands will change this view only marginally. Roofs of permitted development on site T1 immediately south of site T3 and north of the Grand Canal will be discernible on the horizon, behind a screen of existing vegetation, adding to the transformation into a residential neighbourhood in line with policy. Generally maturing vegetation will reduce this partial visibility further with additional screening. Therefore, the cumulative impact will be of low importance and neutral.

## Viewpoint 9 – Grand Canal Greenway at Omer Lock House looking north

### **Existing View**

The existing view is taken from the Grand Canal Greenway looking North, at the derelict, overgrown and fenced in Omer Lock House, a protected structure. The viewpoint is approximately 290m from the site boundary and is representative of views experienced by recreational users, mostly pedestrians and cyclists using the Greenway and stopping for a look at the derelict and overgrown building while moving either east or west along the linear route of the Greenway, immediately south and parallel to the Grand Canal.

The view is of the tarmacked path and the vegetation forming the canal banks in the foreground. The middle ground shows the front elevation of the derelict Omer Lock House with dense vegetation of trees and shrubs to the east of the ruin, in the direction of the proposed development. Behind the building the Clonburris fields are partly visible in the background and the horizon. The view of the background will be clearer during winter with reduced foliage.

The viewpoint is specifically focussed on the Omer Lock House in the middle ground, a feature that attracts views of Greenway users due to its uniqueness along this stretch of the Grand Canal. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are stopping on the Greenway at this point for a view of the ruin.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are walking and cycling and are experiencing a unique view of characteristic heritage features, set in a visually pleasant landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The foreground and middle ground view, including the view of the Omer Lock House, will not be changed by the proposed development. The roofs and gable walls of the eastern section of proposed terraces of houses will be partially visible in the background behind the existing vegetation along the Grand Canal and in the pasture fields. The horizon line will be marginally altered in the location of the proposed development. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **Low** – *Minor intrusion of the development into the view, or introduction of elements that are characteristic in the suburban residential context, resulting in minor alteration to the composition and overall character of the view but no change to visual amenity.*

**The Importance of Visual Impact** is assessed as **Medium** with visual and physical integration of the proposed development into the existing and changing suburban residential, commercial and transport environment and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality* – visible new buildings do not distract from the view of the Omer Lock House and create a context for the protected structure while contributing to placemaking in this location.

### **Cumulative Impact**

Permitted development on site T1 will change this view considerably. New houses will be visible in the far middle ground closely behind the existing Omer Lock House. These will screen views of T3 and will provide the visual and spatial context for the protected structure, advised by local policy. Maturing of existing and new vegetation will add further screening of proposed buildings. Therefore, the cumulative impact will be of medium importance and beneficial.

## **Viewpoint 10** – Grand Canal Greenway at resting place looking north-north-east

### **Existing View**

The existing view is taken from a resting place with a bench along the Grand Canal Greenway looking across the canal in a north-north-east direction. The viewpoint is approximately 320m from the site boundary and is representative of views experienced by recreational users, mostly pedestrians and cyclists using the Greenway and stopping for a break while looking at the canal environs.

The view is of the Greenway verge, a timber boarded mooring place forming the south canal bank and the actual water body in the foreground. The middle ground, north of the canal consists of dense bank vegetation with a broken line of trees and shrubs partly screening the view onto the background and horizon. Towards the west tops of trees in the pasture fields are discernible behind the dense vegetation in the middle ground. The view of the background will be clearer during winter with reduced foliage.

The viewpoint is typical for a visual experience along the Greenway in this area when looking across the Grand Canal towards the SDZ lands. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are stopping on the Greenway at this point to sit down and rest.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are walking and cycling and are experiencing a unique view of characteristic heritage features, set in a visually pleasant landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will not be changed by the proposed development. Any proposed structures / features will be screened by the existing vegetation lining the northern Grand Canal towpath. Views of the distant middle ground, background and horizon remain blocked by mature trees and shrubs. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are considered Temporary / Short-Term, in change, impact and effect.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

It is assessed that the various schemes of future development within the Clonburris SDZ lands will change this view. Permitted development on site T1 would block views of site T3 but would be entirely screened by existing vegetation immediately north of the canal. Future development on adjacent SDZ sites T4 and T5 might possibly become visible in the background while any new structures on nearby sites outside the SDZ lands will unlikely be visible. Maturing vegetation along the canal will provide additional screening. Therefore, the cumulative impact is of medium importance and neutral.

## **Viewpoint 11** – Melrose Road residential estate looking north-east

### ***Existing View***

The existing view looks along Melrose Road in a north-east direction towards the round-about junction with Lindisfarne Park. The viewpoint is approximately 490m from the site boundary and is representative of views experienced by road users (motorists, cyclists, pedestrians etc.) of which a large proportion are from the local residential community of Deansrath/Lindisfarne Park.

The foreground is structured by the single carriageway with verges and footpaths on either side, including informal parking. In the middle ground the viewer sees partly greened residential front curtilages on the eastern roadside, a single street tree and the centre of the round-about. The east middle ground is framed by the end of terraced two-storey houses. The background opens up to a view of the green open space north of Lindisfarne Park stretching towards the Grand Canal Greenway vegetation screen which forms the horizon line. The Clonburris SDZ lands are not visible from here and even reduced foliage during autumn, winter, spring will unlikely make its view discernible.

The viewpoint is on a local neighbourhood road of Deansrath, a predominantly residential suburban area of South Dublin. Melrose Road connects via a round-about to Lindisfarne Park, a neighbourhood perimeter road with an open visual setting towards the Grand Canal corridor. The viewpoint represents road users passing through the neighbourhood of Deansrath and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **High** – *Residential receptors considered of high susceptibility, such as locations where viewers are travelling at low speed, walking and cycling and are experiencing a unique view of their local green open space, of good physical and visual quality.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### ***Visual Impacts and Effects***

The existing view will not be changed by the proposed development. Any proposed structures / features will be screened by the existing vegetation lining the northern Grand Canal towpath. Views of the distant middle ground, background and horizon remain screened by mature trees and shrubs, during the construction and the operational phase.

The proposed development would not be visible from this location.

There would be no impact or effect.

### ***Cumulative Impact***

It is unlikely that the various schemes of future development envisaged within and outside the Clonburris SDZ lands will be visible from here. Generally maturing vegetation, particularly along the southern canal banks will further strengthen the existing complete screening of future development in this view. Therefore, the cumulative impact is not important for this view.

## Viewpoint 12 – Grand Canal Greenway at resting place looking north-east

### **Existing View**

The existing view is taken from a resting place with a bench along the Grand Canal Greenway looking north-east across the canal. The viewpoint is approximately 660m from the site boundary and is representative of views experienced by recreational users, mostly pedestrians and cyclists using the Greenway and stopping for a break while looking at the canal environs.

The view is of the tarmacked Greenway path and the green verge forming the south canal bank in the foreground. The middle ground, north of the canal consists of dense bank vegetation with a loose line of trees and shrubs. The background is screened by the canal bank vegetation. However, the background is possibly partly discernible during the winter with reduced foliage.

The viewpoint is typical for a visual experience along the Greenway in this area when looking across the canal towards the SDZ lands. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are stopping on the Greenway at this point to rest and enjoy the view.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are walking and cycling and are experiencing a unique view of characteristic heritage features, set in a visually pleasant landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will not be changed by the proposed development. Any proposed structures / features will be screened by the existing vegetation lining the northern Grand Canal towpath. Views of the distant middle ground, background and horizon remain screened by dense vegetation, during the construction and operational phases.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

It is assessed that the various schemes of future development envisaged within the Clonburris SDZ will change this view, future development, in the Kishoge Development Area and on sites T4 and T5, west of site T3 in particular as they might become visible behind the existing vegetation along the northern canal bank. These possible changes to the view will support the transformation to residential land-use prescribed by local policy. Maturing vegetation will provide further screening of proposed development possibly visible from this view. Therefore, the cumulative impact is of low importance and neutral.

## **Viewpoint 13** – Grand Canal Greenway at Outer Ring Road R136 bridge looking east-north-east

### **Existing View**

The existing view looks from the Grand Canal Greenway, which runs parallel along the south of the canal and is in an east-north-east direction. The viewpoint is approximately 1140m from the site boundary and is representative of views experienced by recreational users of the Greenway, mostly pedestrians and cyclists moving east along the Grand Canal, from Adamstown towards Clondalkin.

The foreground view is of the junction of the tarmacked walking / cycling ramp coming from the Outer Ring Road R136 meeting the Greenway at this location. The Greenway with the canal verge and bank vegetation in the foreground continue through the middle ground into the background and horizon. On the north canal bank a loose line of trees is visible, following the canal bank into the background and forming the horizon. The SDZ lands are not visible from here but partial visibility of the disused pasture fields behind the thickets is possible during autumn / winter / spring with reduced foliage.

The viewpoint is located at the bottom of the pedestrian/cycling access ramp leading down from the Outer Ring Road R136 to the Grand Canal. This view expresses the strong linear form of the Grand Canal corridor and parallel Greenway in an east-west direction. The viewpoint is representing recreational users who use the Greenway for shorter and longer distances and local residents who are entering the Greenway at this access point from the R136 for various recreational purposes.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are travelling but are experiencing a unique view of the landscape, with characteristic heritage features.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will not be changed by the proposed development. Any proposed structures / features will be screened by the existing vegetation lining the northern Grand Canal towpath. Views of the distant middle ground, background and horizon remain screened by mature trees and shrubs, during the construction and the operational phases.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

It is assessed that the various schemes of future development envisaged within the Clonburris SDZ will change this view, future development, in the Kishoge Development Area, west of site T3 along the Outer Ring Road R136 and particularly nearer to the Grand Canal as they might become discernible behind the existing vegetation lining the northern canal bank. These possible changes to the view will support the transformation to residential land-use prescribed by local policy. Maturing vegetation will provide further screening of future development possibly visible from this view. Therefore, the cumulative impact is of low importance and neutral.



## Viewpoint 14 – Outer Ring Road R136 bridge crossing Grand Canal looking east-north-east

### **Existing View**

The existing view looks from the Outer Ring Road R136 bridge crossing the Grand Canal east of the 12th Lock, in an east-north-east direction towards Ronanstown. The viewpoint is approximately 1140m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.), recreational users entering the Grand Canal Greenway at this location and viewers traversing between the residential communities of Adamstown, Griffeen, Finnstown and the Grange Castle Business Park.

The linear form of the Grand Canal is the dominant feature in the foreground, including a view of the towpaths either side. This view continues through the middle ground to end in a vanishing point at the horizon in the east. The view opens up to a dense arrangement of hedgerows and trees in the middle ground, a combination of the canal bank and field vegetation. Some field areas are visible in the background while lush lines of hedgerows dominate the background and the horizon. The extent of the SDZ lands is visible from here, with some structures in Ronanstown along the horizon.

The viewpoint is located at the crossroads between the Outer Ring Road R136 and the Grand Canal. Road users are experiencing long distance views of the linear features of the Grand Canal and of the Clonburris fields from here. Particularly for pedestrians and cyclists it is perceived of scenic value and as a gate to the Greenway. The viewpoint is representing road users using the Outer Ring Road and local residents driving, cycling or walking for commuting and recreational purposes.

**The Viewpoint Sensitivity** is classified as **High** – *Viewers considered of high susceptibility, such as locations where viewers are travelling but dependent on mode and speed are experiencing a unique view of the landscape, with characteristic heritage features.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The foreground and middle ground view will not be changed by the proposed development. The upper floors of the proposed four storey apartment building nearest to the viewpoint will be partially visible on the horizon behind the existing vegetation on the pasture fields of the SDZ lands. The horizon line will be marginally altered in the location of the proposed development. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **Low** – *Minor intrusion of the development into the view, or introduction of elements that are characteristic in the suburban residential context, resulting in minor alteration to the composition and overall character of the view but no change to visual amenity.*

**The Importance of Visual Impact** is assessed as **Medium** - with visual and physical integration of the proposed development into the existing and transforming suburban environment for residential and mixed use and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality - without any adverse impact on the existing landscape and visual quality for Greenway users passing this location.*

### **Cumulative Impact**

The various schemes of future development envisaged within the Clonburris SDZ lands will change this view considerably, particularly development phased in the Kishoge Development Area of the SDZ lands, west of site T3 along the Outer Ring Road R136. Due to the long distance and elevated viewpoint position, proposed development on adjacent SDZ sites will be visible in the middle ground and the background while any new structures on nearby sites outside the SDZ lands might also be visible. Changes to the view will be in accordance with local policy for development in Clonburris and local placemaking in the Kishoge area. Therefore, the cumulative impact will be of medium importance and beneficial.

## **Viewpoint 15** – Kishoge railway station / R136 looking east

### **Existing View**

The existing view is taken from the eastern footpath of the Outer Ring Road R136 at the crossing with the Dublin-Cork railway line and the Kishoge railway station, looking east. The viewpoint is approximately 1050m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and the adjacent residential communities passing or accessing the railway station.

In the foreground the viewer is looking at the Kishoge railway station car park which extends into the middle ground. The railway tracks are discernible along the north edge and are mostly covered by dense vegetation. Behind the car park the disused pasture lands of the SDZ are visible stretching into the background with lines of hedgerows and trees at the horizon.

The viewpoint is at a strategic transport node, between road and railway and is dominated by the tarmacked railway car park and a few railroad structures at this location along the Outer Ring Road R136. This viewpoint is representing road users passing this node and local residents using the road, cycle lane or footpaths to either pass or access the railway station. Particularly motorists using this Park&Ride car park experience this view.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or are accessing public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will only be marginally altered by proposed development becoming discernible on the horizon, behind a line of vegetation. The existing hedgerows and trees on the SDZ land will screen a considerable part of the proposed development and only reveal the top levels and roofline of the proposed apartment building closest to the viewpoint. The Magnitude of Change and resulting Importance of Visual Impact will be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

**The Magnitude of Change** is classified as **Low** – *Minor intrusion of the development into the view, or introduction of elements that are characteristic in the suburban residential context, resulting in minor alteration to the composition and overall character of the view but no change to visual amenity.*

**The Importance of Visual Impact** is assessed as **Medium** with visual and physical integration of the proposed development into the existing and changing suburban residential, commercial and transport environment and with maturing vegetation progressing to screen visibility.

**The Quality of Visual Impact** is assessed as **Neutral** - *Scheme complements the scale, landform and pattern of the landscape view and maintains landscape quality - without any adverse impact on the existing landscape and visual quality for Greenway users passing this location - with a contribution to placemaking and creating a residential neighbourhood at this location and with an overall enhancing addition to the local character of a growing community in Clonburris.*

### **Cumulative Impact**

The various schemes of future development envisaged within the Clonburris SDZ lands will change this view considerably, particularly development on site T6 in the Kishoge Development Area around the new railway station, west of site T3 along the Outer Ring Road R136. Future development on adjacent SDZ sites will be visible in the middle ground and the background from this long-distance elevated viewpoint. Changes to the view will be in accordance with local policy for development in Clonburris, and maturing vegetation will further screen and reduce the cumulative impact in this view. Therefore, the cumulative impact is of medium importance and beneficial.

## **Viewpoint 16** – Kishoge and Griffeen Community College looking east-south-east

### **Existing View**

The existing view looks along the Thomas Omer Way in an east-south-east direction towards Clondalkin. The viewpoint is approximately 640m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and particularly by viewers accessing the college or passing the Balgaddy community.

In the foreground and middle-ground, the viewer is looking at the dual carriageway including footpaths, cycle lanes, traffic light controlled pedestrian crossings and high public lighting masts. A fence and wall with access gate to the college is visible in the middle ground including a screen of trees in the east middle ground following the south edge of the road. A background and horizon line, and therefore of the SDZ lands is not visible from here due to the slightly elevated road and the college curtilage fence / wall screening the view.

The viewpoint is located along the Thomas Omer Way between the neighbourhoods of Griffeen and Balgaddy. The foreground of the view is dominated by the road and long-distance views are blocked from this location. The viewpoint is representing road users passing through Balgaddy and local residents using the road, cycle lane or footpaths. Furthermore, this view is experienced by college students and staff.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or on public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The existing view will not be changed by the proposed development. Any proposed structures / features in the middle ground and background will be screened by the existing vegetation, fencing and walls along the southern edge of Thomas Omer Way. The Magnitude of Change and resulting Importance of Visual Impact will only be marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

The various schemes of future development within the Clonburris SDZ lands will change this view considerably, particularly development phased in the Kishoge Development Area of the lands to the east of the new railway station, west of site T3 along the Outer Ring Road R136 and Thomas Omer Way. Future development on adjacent SDZ sites will be visible in the middle ground and the background and will change the view further, contributing to the transformation to residential and mixed land-use that local policy for Clonburris envisages here. Maturing vegetation along Thomas Omer Way will further screen and reduce the cumulative impact in this view. Therefore, the cumulative impact is of medium importance and beneficial.

## **Viewpoint 17** – Tor An Rí Lane residential estate looking south-east

### ***Existing View***

The existing view looks from the end of Tor An Rí Lane a residential local street in the Balgaddy neighbourhood in a south-east direction towards the SDZ lands. The viewpoint is approximately 540m from the site boundary and is representative of views experienced by local road users (motorists, cyclists, pedestrians etc.) of which a large proportion are from the residential community of Balgaddy.

The foreground is structured by hard landscaping of footpath and car parking areas, public lighting and a raised grass verge while the residential front curtilage arrangement of the viewpoint is not discernible from here. In the middle ground a green mound with shrubs is visible, partly screening the view onto a line of trees along the Thomas Omer Way in the background. Even during autumn, winter, spring with reduced foliage the SDZ lands are barely visible from this location due to the verge mound.

The viewpoint is in a predominantly residential suburban area of South Dublin. Tor An Rí is a typical local street in the Balgaddy neighbourhood which connects to Thomas Omer Way, a perimeter dual carriageway. The viewpoint is representing road users passing through the neighbourhood of Balgaddy and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **High** – *Residential receptors considered of high susceptibility, such as locations where viewers are travelling at low speed, walking and cycling and are experiencing a unique view of their local green open space, of good physical and visual quality.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### ***Visual Impacts and Effects***

The existing view will not be changed by the proposed development. Any proposed structures / features in the middle ground and background will be screened by the existing vegetation and landscaped verge along Thomas Omer Way, during the construction phase and during the operational phase.

The proposed development would not be visible from this location.

There would be no impact or effect.

### ***Cumulative Impact***

The existing green berm along the northern edge of Thomas Omer Way in the foreground screens views of any future development envisaged within and outside the Clonburris SDZ lands. Maturing vegetation along Thomas Omer Way and on the verge will contribute additional screening of any future development. It is concluded that a cumulative impact does not exist.

## **Viewpoint 18** – Cappaghmore residential estate looking north-west

### **Existing View**

The existing view looks from the Cappaghmore residential street in a west-north-west direction towards the Clondalkin Fonthill railway station. The viewpoint is approximately 380m from the site boundary and is representative of views experienced by road users (motorists, cyclists, pedestrians etc.) of which a large proportion are from the local residential community of the Cappaghmore residential estate.

The foreground is structured by the footpath and front curtilage of terraced two-storey houses at a bend in the road. A two-storey end of terrace house frames the east foreground. In the middle ground the viewer sees a second end of terrace of two-storey houses. The background opens up in a small section between the two terrace ends and reveals a view onto dense tree vegetation along the Fonthill Road R113 while structures of the Clondalkin Fonthill railway station are barely discernible between the dense vegetation. The Clonburris SDZ lands are not visible from here and reduced foliage during autumn, winter, spring will unlikely make its view discernible.

The viewpoint is on a neighbourhood local street of Cappaghmore, a predominantly residential suburban area of South Dublin immediately west of the Ninth Lock Road. The viewpoint is representing road users passing through the neighbourhood of Cappaghmore and local residents using the road or footpaths.

**The Viewpoint Sensitivity** is classified as **High** – *Residential receptors considered of high susceptibility, such as locations where viewers are travelling at low speed, walking and cycling and are experiencing a unique view of their local green open space, of good physical and visual quality.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The proposed development will not change this view because it will be screened entirely by the existing houses and garden walls in the fore and middle ground, during the construction and operational phases.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

The various schemes of future development envisaged within the Clonburris SDZ lands will change this view, particularly future development to the east of Fonthill Road, closer to Cappamore. In the future structures might become discernible in the corner gap between the two end terrace houses and behind or in front of the existing vegetation. This possible change of view would support the envisaged transformation of lands for placemaking at this location near the Clondalkin Fonthill railway station. Therefore, the cumulative impact would be of medium importance and beneficial.

## **Viewpoint 19** – Ninth Lock Road looking west

### **Existing View**

The existing view is taken from the western footpath of the Ninth Lock Road approximately halfway between the Cappaghmore residential estate and the railway line, looking west. The viewpoint is approximately 650m from the site boundary and is representative of views experienced by road users (motorists, public transport users, cyclists, etc.) and the adjacent residential communities between Clondalkin and Ronanstown.

In the foreground the viewer is looking at loose shrub vegetation along the side of the road which allows views of the SDZ lands in the middle ground. The background is formed of single trees and hedgerows. A dense line of trees along the Fonthill Road R113 closes the horizon.

The viewpoint is set at a location of the Ninth Lock Road where the roadside opens up for partial views onto the SDZ lands. The viewpoint represents road users on the Ninth Road between Ronanstown and Clondalkin and local residents using the road, cycle lane or footpaths.

**The Viewpoint Sensitivity** is classified as **Medium** – *Viewers considered of medium susceptibility, such as locations where viewers are travelling at slow or moderate speeds through or past the affected landscape in cars or on public transport, where they are partly but not entirely focused on the landscape.* The visibility onto the SDZ lands changes throughout the year depending on seasonal vegetation status (tree foliage etc.).

### **Visual Impacts and Effects**

The proposed development will not change this view because it will be screened entirely by the existing dense vegetation in the pasture fields. The view will remain unchanged. The Magnitude of Change and resulting Importance of Visual Impact will be only marginally larger during the construction phase and are therefore considered Temporary / Short-Term, in change, impact and effect.

The proposed development would not be visible from this location.

There would be no impact or effect.

### **Cumulative Impact**

Future development envisaged within the Clonburris SDZ lands, particularly the permitted development of site T1 will change this view with further residential buildings in the left middle ground. Future development on adjacent SDZ sites might be partially discernible in the background while any new structures on nearby sites outside the SDZ lands might also become visible, behind or to the right of T3. Screening of maturing vegetation will increase over time. These possible changes to the view will be in accordance with local policy for residential and mixed land-use and for local placemaking near the existing Clondalkin Fonthill railway station. Therefore, the cumulative impact will be of medium importance and beneficial.

## Summary of Visual Assessment

The following table summarises the results of the assessment of the effects of the proposed development on the visual resource.

The proposed development is expected to have a temporary adverse effect on the visual resource during construction. Upon operation and into the future, the development is expected to have a neutral or beneficial long term / permanent effect on the landscape and visual resource.

**Table 7: Summary of Impacts and Effects on the Landscape**

V P	Receptor and Views	Viewpoint Sensitivity	Magnitude of Change	Term / Importance / Quality of Impact		
				Short	Medium	Long
1	Ninth Lock Road /Thomas Omer Way junction looking SSW	Medium	<b>Negligible</b> - Not visible	No effects		
2	Clondalkin Fonthill railway station/R113 looking W	Medium	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
3	Fonthill Road R113 between railway station/ roundabout looking WNW	Medium	<b>Negligible</b> - Not visible	No effects		
4	Fonthill Road R113 junction with proposed link street looking NW	Medium	<b>Medium</b> - Considerable visibility in the background and minor alteration of visual amenity or overall character	Medium	Medium	Medium
				Neutral	Neutral	Neutral
5	Fonthill Road R113 bridge crossing Grand Canal looking NW	High	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
6	Grand Canal Greenway at Fonthill Road R113 bridge looking NW	High	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
7	Walking / Cycling ramp to Greenway looking NW	High	<b>Negligible</b> - Not visible	No effects		
8	Bawnogue Road resi-dential estate looking N	High	<b>Negligible</b> - Not visible	No effects		
9	Grand Canal Greenway at Omer Lock House looking N	High	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
10	Grand Canal Greenway at resting place looking NNE	High	<b>Negligible</b> - Not visible	No effects		

11	Melrose Road residential estate looking NE	High	<b>Negligible</b> - Not visible	No effects		
12	Grand Canal Greenway at resting place looking NE	High	<b>Negligible</b> - Not visible	No effects		
13	Grand Canal Greenway at Outer Ring Road R136 bridge looking ENE	High	<b>Negligible</b> - Not visible	No effects		
14	Outer Ring Road R136 bridge crossing Grand Canal looking ENE	High	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
15	Kishoge railway station/R136 looking E	Medium	<b>Low</b> - Partly visible intrusion of the background	Medium	Medium	Medium
				Neutral	Neutral	Neutral
16	Kishoge and Griffeen Community College looking ESE	Medium	<b>Negligible</b> - Not visible	No effects		
17	Tor An Rí Lane residential estate looking SE	High	<b>Negligible</b> - Not visible	No effects		
18	Cappagh-more residential estate looking NW	High	<b>Negligible</b> - Not visible	No effects		
19	Ninth Lock Road looking W	Medium	<b>Negligible</b> - Not visible	No effects		

#### 6.4 Do Nothing Scenario

The *Do-Nothing* impact refers to the scenario of not implementing the proposed development. The primary effect of this would be that the impacts and effects identified would not directly occur. In this regard the following issues are relevant:

In the absence of this development the changes in the landscape and visual quality of the environs would be limited. The proposed development site would remain unused and remains as open pasture lands or decline / becomes overgrown while the objectives of the adopted South Dublin Development Plan and the Clonburris SDZ Planning Scheme 2019 for the identified Development Area Clonburris South West would not be realised.



## 7 CONCLUSION

This LVIA has assessed the impact of the proposed residential development in the Clonburris Development Area CSW-S3 / T3 of the Clonburris Strategic Development Zone (SDZ) Planning Scheme in South County Dublin. The proposed development is in general accordance with the Development Plan and the SDZ Planning Scheme and will deliver a considerable change of the existing unused pasture fields. However, this change is assessed as an essential element of desired transformation and placemaking for a sustainable residential community, in compliance with objectives prescribed by national and local policy. The general environs of the site are primarily a mixture of suburban residential neighbourhoods with interspersed former agricultural lands reflecting an area undergoing gradual change and transition over a longer period. The Clonburris SDZ Planning Scheme is the main driver of change towards a suburban landscape character. Higher density and compact residential, communal and commercial land use are envisaged particularly in the vicinity of the existing railway stations at Clondalkin Fonthill and Kishoge and near recreational amenities such as the Grand Canal.

### 7.1 Landscape Effects

#### *The Site*

The effects on completion will relate to a comparably small geographical area in relation to the overall size of the SDZ Planning Scheme site while the landscape change will be in keeping with local policy.

The proposed development will function as an integral element for the envisaged SDZ. Furthermore, it will continue the gradual development of former pasture lands now zoned for residential use in sustainable suburban neighbourhoods. The values of the existing landscape mainly characterised by fields, hedgerows, the Grand Canal and the railway line have been fully recognised and considered in the proposed integration of new development into the existing setting and character. Over time with the phased development of more SDZ sites being realised, the landscape will be gradually transformed to a residential suburban setting as prescribed in the Planning Scheme for Clonburris and Kishoge.

The **Magnitude of Change** to the SDZ lands will be **Negligible to Low** – *Barely discernible to 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.*

The **Importance of Effect** would be **Medium to None and Neutral to Beneficial** – *Complements, improves and contextualises landscape view quality and character.* This effect would be **Permanent**.

**Cumulatively** as other developments within and outside the SDZ Planning Scheme will be delivered, the **Magnitude of Change** and **Importance of Effect** will increase but remain **Neutral to Beneficial** or complementary.

#### *Wider Area*

In the wider area of suburban South Dublin change would be more complementary to the larger context than the existing land uses and characteristics within the SDZ lands. However, it will be prominent in some views from these areas.

The **Magnitude of Change** to this Character Area, will be **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.*

The **Importance of Effect** will be **Negligible and Neutral** - *Scheme complements the scale, landform and pattern of the surrounding landscape and character and maintains / does not affect the wider landscape quality.* This effect would be **Permanent**.

**Cumulatively** as other developments within and outside the SDZ Planning Scheme will be delivered the **Magnitude of Change** and **Importance of Effect** would increase but remain **Neutral to Beneficial**.

## **7.2 Visual Effects**

The assessed Importance of visual effects from the proposed development ranges from **Low to None**. This range is dependent on viewpoint location. None of the 19 assessed viewpoints is recorded as Adverse. 7 viewpoints are assessed as **Neutral** while **No effects** are assessed for 12 viewpoints because the proposed development will not be visible from here. Immediate access and visibility by the public is very restricted for this site due to its location surrounded by the SDZ lands on all sides which is not publicly accessible. The highest visual effect is anticipated from viewpoints near the existing railway stations Clondalkin Fonthill and Kishoge and along the existing regional roads R113 and R136 whose visual settings are expected to change considerably with the proposed development for urban centres within the Clonburris SDZ Planning Scheme.

It is noted that adverse landscape and visual effects, during the construction stage are assessed due to the negative impact that construction works will impose on the site of proposed development and on transport routes to and from it. Adverse visual effects during the construction stage are noted and are due to the nature of structural works and equipment in the disused pasture fields which are characterised by unmanaged vegetation growth over several decades. Over time with gradual development of the SDZ lands, the T3 sites and all individual SDZ sites will contribute to complete the full picture of the envisaged Planning Scheme to transform disused pasture fields that are characterised by unmanaged vegetation growth over several decades to a new residential community for Clonburris.

Some loss of localised views of the Dublin Mountains is assessed. However, these are not from vulnerable resources, but predominantly from transport corridors which are less sensitive to such change. At the same time a significant number of new occupants of the proposed development will enjoy attractive views and wider panoramas, and these would be of more value to residential viewers.

## **7.3 Summary**

The proposed development is regarded as a complementary and beneficial change to the existing landscape and visual amenity of the area, in keeping with change proposed in local policy. It is assessed as contributing to desired placemaking and transformation of unused resources to sustainable residential communities while the expected changes to the suburban skyline are considered beneficial and supportive for the consolidation of this area of South Dublin.

Adverse landscape or visual effects on Human Health / Human Beings have not been identified. In general, the scheme is shaping a new community as part of the Strategic Development Zoning and associated Planning Scheme objectives. Ecology and Biodiversity will illustrate a net gain through proposed planting and landscape, although this will take time to mature. Also, adverse landscape or visual effects on protected Cultural Heritage have not been identified. Specific difficulties have not been encountered during the preparation of this Landscape and Visual Impact Assessment report.