

Wicklow County Council

**N11/M11 Junction 4 to Junction 14
Improvement Scheme**

Option Selection Report
Appendix C5 – Landscape and visual

265455-ARP-ELS-SWI-RP-ZX-0002

C01 | 6 December 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Landscape and visual

1.1 Introduction

This report details the environmental assessment of the Stage 1 Preliminary Options Assessment for the N11/M11 Scheme with respect to the Landscape and visual constraints identified in **Section 16** (Landscape and visual) of **Volume B**.

For the corridor assessment, the overall scheme has been split into two sections, i.e. the Northern Section and the Southern Section and the corridor options assessed are those discussed in **Section 6.1** of **Volume A**.

There are two zones associated with each corridor option referred to in this assessment:

- The potential road “footprint” which is the potential landtake required to construct or improve the road; and
- The road “corridor” which is a 200m wide corridor centred around the alignment centre line for all off-line corridors. For the on-line Corridor Options 1 (North), 1 (South) and 5 (South), the width is variable, but is typically narrower than the width of the off-line corridors. The “footprint” sits inside the “corridor” boundary.

Section 1.2 outlines the methodology that was used to carry out the study, and **Section 1.3** outlines the assessment criteria which were used. The likely sensitivity and baseline appraisals for landscape and visual are included in **Section 1.4**. The Stage 1 assessment and summary for the Northern Section are presented in **Sections 1.5** and **1.6**. The Stage 1 assessment and summary for the Southern Section are presented in **Sections 1.7** and **1.8**, and references are listed in **Section 1.9**.

Section 16 (Landscape and visual) of **Volume B** focused on identifying potentially sensitive landscape and visual receptors within the study area, while this assessment examined each landscape character area, landscape element and visual receptor relevant to the N11/M11 Scheme. The likely sensitivity of each of these has been determined along with the likely magnitude of effect of the N11/M11 Scheme. The balance of receptor sensitivity weighed against the magnitude of effect on that receptor results in the judgement of the likely significance of effect.

The landscape is the visible environment in its entirety, comprised of both natural and built elements including topography, water bodies, vegetation, wildlife habitats, open spaces, buildings and structures. Landscape and visual sensitivities considered include statutory and non-statutory landscape designations, natural features, landscape character areas, notable deciduous trees of woodland, amenities and historic landscapes.

Landscape and visual constraints are examined as two discrete topics:

- Landscape - is concerned with alteration to the physical landscape and features which contribute to its character; and
- Visual - is concerned with changes that may arise in the overall visual amenity enjoyed by people.

1.2 Methodology

The Landscape and visual assessment is derived from the methods described in the Design Manual for Roads and Bridges (UK)¹, and Guidelines for Landscape and Visual Impact Assessment (UK)² (GLVIA), which has been referred to as appropriate for the level of assessment necessary at this Option Selection Stage. The ‘Landscape and Visual Baseline and Sensitivity Rating Criteria’ contained in the TII Project Appraisal Guidelines for National Roads (PAG) Unit 7.0– Multi Criteria Analysis³ (hereafter referred to as the TII PAG), was referred to when establishing the landscape and visual receptor sensitivity categories in **Table 1.1**. The Environmental Protection Agency (EPA) Draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports⁴ were also referred to when undertaking this assessment. The constraints identified in **Section 16** (Landscape and visual) of **Appendix B** form the basis of the receptors assessed herein.

The Constraints Study highlighted the presence and location of potential sensitive receptors within the study area. There is no potential for material landscape or visual impacts to arise at many of these receptors due to considerable distances and/or screening. Only receptors with potential to be materially impacted have been selected for further assessment. The County Development Plans referred to herein are referenced in the Constraints Study.

The assessment of landscape and visual impacts is generally separated into three phases; construction, operation and decommissioning and also considers proposed mitigation measures and any potential cumulative impacts. However, for the purposes of this assessment, it is the operational stage impacts of each corridor that are the primary consideration as the other aspects tend not to be as differentiating.

¹ Design Manual for Roads and Bridges Volume 11, Section 3 for Stage Two Assessment (UK DMRB, 1994) Available from:

<https://www.standardsforhighways.co.uk/ha/standards/DMRB/vol11/section3.htm>

² Landscape Institute and the Institute of Environmental Management and Assessment (eds.) (2013) Guidelines for Landscape and Visual Impact Assessment. Routledge, Oxon. Available from: <http://bailey.persona-pi.com/Public-Inquiries/A465-English/10%20-%20Landscape%20and%20Visual%20Impact/10.2.8%20-%20IEMA%202013%20Guidelines%20for%20Landscape%20and%20Visual%20Impact%20Assessment.pdf> [Accessed: 08 April 2020]

³ Transport Infrastructure Ireland Project Appraisal Guidelines for National Roads Unit 7.0 - Multi Criteria Analysis PE-PAG-02031, 2016. Available from: <https://www.tiipublications.ie/library/PE-PAG-02031-01.pdf>

⁴ Environmental Protection Agency (EPA), Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, Draft 2017. Available from:

<https://www.epa.ie/publications/monitoring--assessment/assessment/draft-guidelines-on-the-information-to-be-contained-in-environmental-impact-asse.php>

Construction impacts were considered as part of this assessment, however they were not considered to be a differentiating factor in terms of Option Selection. The other aspects will be examined in greater detail in relation to the emerging preferred option as part of the TII Phase 3 assessment.

1.3 Assessment criteria

1.3.7 Landscape assessment criteria

When assessing the potential impacts on the landscape resulting from the proposed N11/M11 Scheme, the following criteria are considered:

- Landscape character, value and sensitivity;
- Magnitude of likely impacts; and
- Significance of landscape effects.

Landscape sensitivity

The sensitivity of the landscape to change is the degree to which a particular landscape receptor can accommodate changes or new elements without unacceptable detrimental effects to its essential characteristics. At a high level, landscape sensitivity is based on the criteria set out in **Table 1.1** which has been determined by professional judgement and in accordance with GVLIA Guidelines². It should also be noted that the final judgement of sensitivity is dependent on the form of development being assessed and is ultimately a professional judgement.

Table 1.1: Landscape sensitivity

Landscape Sensitivity	Description
Very High	Areas where the landscape character exhibits a very low capacity for change in the form of development. Examples of which are high value landscapes, protected at an international or national level (World Heritage Site/National Park), where the principal management objectives are likely to be protection of the existing character.
High	Areas where the landscape character exhibits a low capacity for change in the form of development. Examples of which are high value landscapes, protected at a national or regional level (Area of Outstanding Natural Beauty), where the principal management objectives are likely to be considered conservation of the existing character.
Medium	Areas where the landscape character exhibits some capacity and scope for development. Examples of which are landscapes, which have a designation of protection at a county level or at non-designated local level where there is evidence of local value and use.
Low	Areas where the landscape character exhibits a higher capacity for change from development. Typically, this would include lower value, non-designated landscapes that may also have some elements or features of recognisable quality, where landscape management objectives include, enhancement, repair and restoration.

Landscape Sensitivity	Description
Negligible	Areas of landscape character that include derelict, mining, industrial land or are part of the urban fringe where there would be a reasonable capacity to embrace change or the capacity to include the development proposals. Management objectives in such areas could be focused on change, creation of landscape improvements and/or restoration to realise a higher landscape value.

Magnitude of landscape effects

The magnitude of a predicted landscape effect is a product of the scale, extent or degree of change that is likely to be experienced as a result of the proposed N11/M11 Scheme. The magnitude takes into account whether there is a direct impact resulting from the loss of landscape elements and/or a change that extends beyond the extents of the proposed N11/M11 Scheme that may have an effect on the landscape character of the area. This is shown in **Table 1.2**.

Table 1.2: Magnitude of landscape effect

Magnitude of Landscape Effect	Description
Very High	Change that would be large in extent and scale with the loss of critically important landscape elements and features, that may also involve the introduction of new uncharacteristic elements or features that contribute to an overall change of the landscape in terms of character, value and quality.
High	Change that would be more limited in extent and scale with the loss of important landscape elements and features, that may also involve the introduction of new uncharacteristic elements or features that contribute to an overall change of the landscape in terms of character, value and quality.
Medium	Changes that are modest in extent and scale involving the loss of landscape characteristics or elements that may also involve the introduction of new uncharacteristic elements or features that would lead to changes in landscape character, and quality.
Low	Changes affecting small areas of landscape character and quality, together with the loss of some less characteristic landscape elements or the addition of new features or elements.
Negligible	Changes affecting small or very restricted areas of landscape character. This may include the limited loss of some elements or the addition of some new features or elements that are characteristic of the existing landscape or are hardly perceivable.

1.3.8 Visual assessment criteria

As with landscape impacts, the visual impacts of the proposed N11/M11 Scheme will be assessed as a function of sensitivity versus magnitude. In this instance the sensitivity of the visual receptor, weighed against the magnitude of the visual effect.

Visual sensitivity

Unlike landscape sensitivity, the sensitivity of visual receptors has an anthropocentric basis. It considers factors such as the perceived quality and values associated with the view, the landscape context of the viewer, the likely activity they are engaged in and whether this heightens their awareness of the surrounding landscape. A variety of factors are outlined in the GLVIA² and were considered by the assessor when estimating the level of sensitivity for a particular visual receptor.

Magnitude of visual effects

The magnitude of visual effects is determined on the basis of two factors; the visual presence (visual prominence within the scene) of the proposed N11/M11 Scheme and its effect on visual amenity (nature of change to the visual qualities of the scene). The magnitude of visual effects is classified in **Table 1.3**.

Table 1.3: Magnitude of visual effect

Magnitude of Visual Effect	Description
Very High	The proposal intrudes into a large proportion or critical part of the available vista and is without question the most noticeable element. A high degree of visual disorder or disharmony is also generated, strongly reducing the visual amenity of the scene.
High	The proposal intrudes into a significant proportion or important part of the available vista and is one of the most noticeable elements. A considerable degree of visual disorder or disharmony is also likely to be generated, appreciably reducing the visual amenity of the scene.
Medium	The proposal represents a moderate intrusion into the available vista, is a readily noticeable element and/or it may generate a degree of visual disorder or disharmony, thereby reducing the visual amenity of the scene. Alternatively, it may represent a balance of higher and lower order estimates in relation to visual presence and visual amenity.
Low	The proposal intrudes to a minor extent into the available vista and may not be noticed by a casual observer and/or the proposal would not have a marked effect on the visual amenity of the scene.
Negligible	The proposal would be barely discernible within the available vista and/or it would not detract from, and may even enhance, the visual amenity of the scene.

1.3.9 Significance of effects

The significance of an impact is based on a balance between the sensitivity of the receptor and the magnitude of the effect. This applies to both landscape receptors and visual receptors alike and is represented in **Diagram 1.1**, which is derived from the EPA EIAR Guidance⁴.

The importance of the receptor is also considered in order to further differentiate the significance of effects. The likely ‘importance’ of any potential significant

effects is judged depending on a scale from, ‘Local’, ‘Regional’, ‘National’ or ‘International’ outlined as:

- Local - likely significant effect on receptors where there is evidence of appreciation and value locally and / or where ramifications are unlikely to extend beyond a localised context;
- Regional - likely significant effect where a county designation applies and / or where effects could potentially extend beyond a localised context;
- National - likely significant effect where a national designation applies and / or where effects could potentially extend beyond a regional context; and
- International - likely significant effect where an international designation applies and / or where effects could potentially extend beyond a national context.

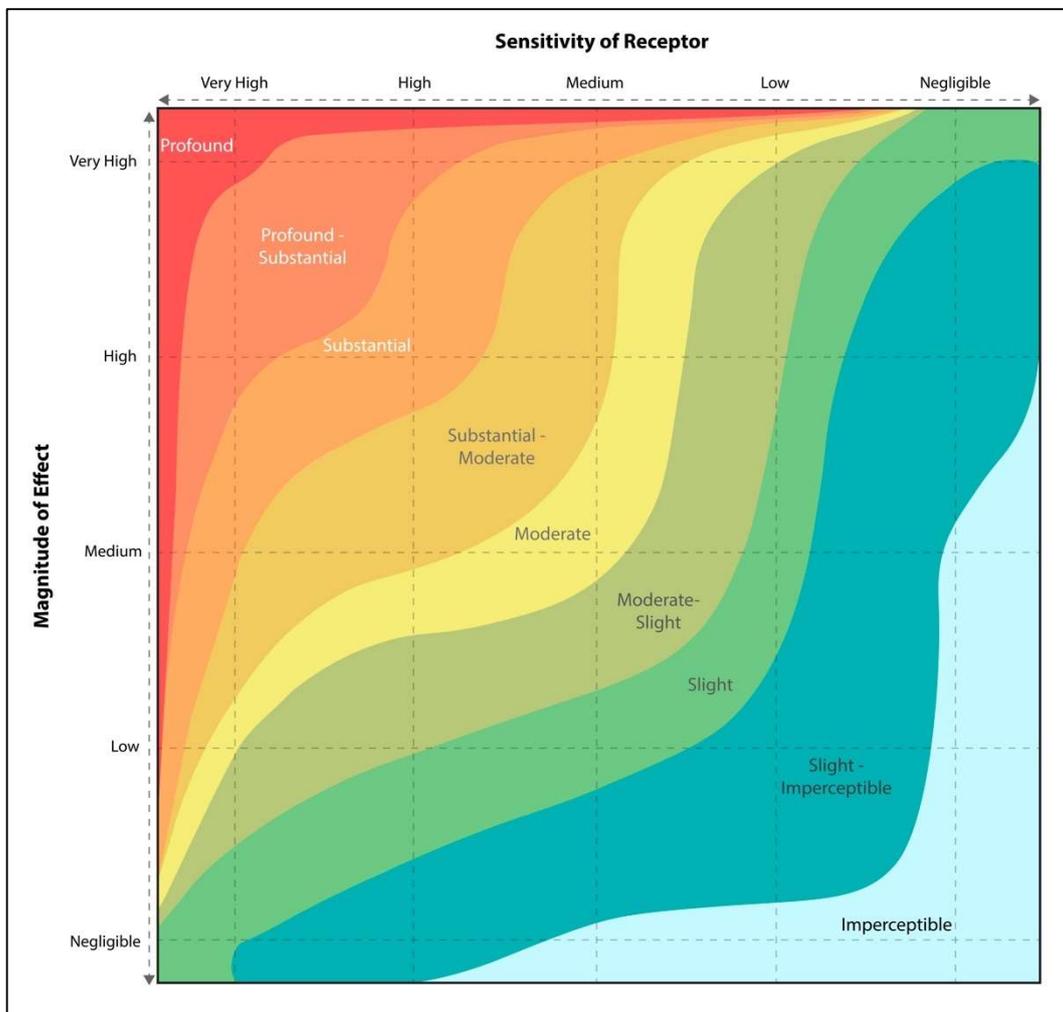


Diagram 1.1: Graph indicating approach to determining the significance of effect, adapted

from EPA Guidelines on the Information to be Contained in Environmental Impact Assessment Reports

1.3.10 Impact Scoring

The comparative evaluation of options was assisted by scoring of impacts to relevant receptors using a matrix similar to those shown in the TII PAG³. An assessment was undertaken on each corridor option to include both quantitative and qualitative assessment.

Each impact is scored based on the seven-point scale as shown in **Table 1.4** and a number will be assigned according to the level of significance of the impacts.

Table 1.4: Impact scoring key

Score	Significance Level
7	Major or highly positive
6	Moderately positive
5	Minor or slightly positive
4	Not significant or neutral
3	Minor or slightly negative
2	Moderately negative
1	Major or highly negative

1.4 Stage 1 corridor options Assessment – likely sensitivity

The GLVIA² specifies that the likely significance of effects is based on a balance between the sensitivity of the landscape or visual receptor and the magnitude of landscape or visual effect. The first step is to identify the receptors within the study area with the potential to experience effects and then to assess the likely sensitivity of the receptor (landscape and visual.) In cases where a potential receptor (landscape or visual) has been screened out from further assessment it has been recorded as ‘N/A’ to indicate that further assessment is ‘not applicable.’

1.4.7 Landscape baseline appraisal

Landscape character

Following a review of the Dún Laoghaire-Rathdown County Development Plan (DLRCDP) and the Wicklow County Development Plan (WCDP) as part of the Constraints Study, it has been determined that the Landscape Character Areas identified in the DLRCDP and the Landscape Categories identified in the WCDP are accurately defined spatially, are accurately described and have an appropriate level of detail for the scale of this project and should, therefore, be adopted for use in this assessment. For consistency within this assessment and across county borders, in accordance with common practice within LVIA, the ‘Landscape Character Area’ designations from the DLRCDP and the ‘Landscape Categories’

designations from the WCDP, are both similar forms of landscape designations and will both be referred to as Landscape Character Areas (LCA) in this assessment. However, only those with the potential to be directly impacted by a route corridor will be considered for further assessment. Although there are some localised areas of varying sensitivity within each LCA, overall sensitivity assessments for each LCA have been made for this stage of assessment. In accordance with the GLVIA², the assessment of sensitivity is informed by the guidelines and is determined by professional judgement.

These assessments will refer to similar assessments undertaken by others (e.g. Local Authorities), but ultimately are judged independently herein and will be consistent across county boundaries. The sensitivity judgements are also specific to the N11/M11 Scheme, i.e. new road infrastructure / road improvements. The likely sensitivity assessments for the LCA's and landscape elements are described in **Table 1.5** and **Table 1.6**. The likely sensitivity assessments of the relevant visual receptors are described in **Table 1.7**.

Table 1.5: Landscape character and sensitivity

LCA	Assessment of Landscape Character and Sensitivity	Sensitivity rating herein
County Dublin: DRCDP - (Landscape Character Areas)		
Shanganagh	Could be considered a 'green wedge' separating the built up areas of Shankill and Little Bray. Shanganagh Park offers recreational value. The sylvan character of the Old Dublin Road is highlighted in the DLRCDP and is considered to be highly valued. Coastal area to the east offers a high amenity value along seashore and includes a golf course. Conversely, the western area has low degree of tranquillity along the M11 motorway where landscape character is notably different and less sensitive along the transport corridor. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to result in significant effects on this receptor. No further options appraisal required.	N/A
County Wicklow: WCDP - (Landscape Categories)		
Urban Areas	Built up areas with a dense clustered settlement pattern. Characterised by built structures, hardstanding and roads. Low Vulnerability in WCDP. (WCDP describes the area as follows: <i>'In terms of landscape classification, these settlements have already been deemed suitable for development...and the impacts on the wider landscape of such development has already been deemed acceptable'</i>)	Low
<i>Eastern Corridor: Corridor Area East (formerly known as Access Corridor Area - ACA)</i>	Contains N11/M11 connecting Dublin to the South East. Part of the N11 group in the WCDP, which is in the Hierarchy 4 category and has a vulnerability rating of Medium. (WCDP describes the area as follows: <i>'This area covers the main access corridor area along the east of the County. The boundary of the eastern access corridor generally follows what is considered to be the areas upon which the greatest influence is exerted by this primary access route. This route, for the most part, runs through the more low lying and accessible tracts of land, dissects the Glen of the Downs wood in the north of the County and provides expansive coastal views north of Wicklow Town. This landscape</i>	Medium

LCA	Assessment of Landscape Character and Sensitivity	Sensitivity rating herein
	<i>area acts as the main connection between the major towns along the east coast of the County’.)</i>	
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: Glencree / Glencullen (3 ML-AONB)</i>	Part of the Mountain Upland and Lakeshore Areas of Outstanding Beauty group in the WCDP which is in the Hierarchy 2 category and has a vulnerability rating of Very High. (WCDP describes the area as follows: ‘ <i>This area is situated along the northern extremities of the County and is based around the drainage pattern of the Glencree and Dargle Rivers and the surrounding road network. This area is very scenic, with attractive views and number of tourist attractions such as Powerscourt House and Demesne, Chareville Demesne and Glencree Drive. This landscape provides for extensive forested areas made up of both coniferous and deciduous woodlands’.</i>)	High
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: The Northern Hills (4 ML - AONB)</i>	Part of the Mountain Upland and Lakeshore Areas of Outstanding Beauty group in the WCDP which is in the Hierarchy 2 category and has a vulnerability rating of Very High. (WCDP describes the area as follows: ‘ <i>The area of land covering the Great and Little Sugarloaf including Bray Head comprising of the mountainous region surrounding the town of Bray. These areas are important locations for recreation amenity both locally and for visiting tourists, with Bray Head having a Special Area Amenity Order designation’.</i>)	High
<i>Areas of Special Amenity: North East Mt. Lowlands (4 - ASA)</i>	Part of the Areas of High Amenity / Areas of Special Amenity group in the WCDP which is in the Hierarchy 3 category and has a vulnerability rating of High. (WCDP describes the area as follows: ‘ <i>Transitional lands located between the corridor zone and the AONB, comprising of Trooperstown Hill, large tracts of forestry lands, including Devil’s Glen (a listed County Geological site) and a number of views and prospects in particular those surrounding the Vartry Reservoir.’</i>)	High-Medium

Landscape components

Table 1.6: Landscape component sensitivity

Landscape Component	Description and Assessment of Sensitivity	Sensitivity rating herein
County Dublin		
County Designations	There are a number of relevant designations ‘To protect and preserve Trees and Woodlands’ in the DLRCDP. The character of these areas is considered to be already influenced by the existing N11/M11. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on this receptor. No further options appraisal required.	N/A
County Wicklow		
Tree Preservation Order 41	Relates to mature broadleaved trees on both banks of the Dargle River to the west of the N11 dual carriageway.	High

Landscape Component	Description and Assessment of Sensitivity	Sensitivity rating herein
Glen of the Downs Nature Reserve	<p>This Nature Reserve contains broadleaved ancient woodland and has the ecological designation of Special Area of Conservation. Landform is determined by the glaciated valley orientated north - south. Valley sides are steep and wooded with a dramatic wooded skyline towering above the valley floor. Enclosed aesthetics persist at the base of the valley while broad views are afforded from the upper slopes. N11 dual carriageway passes through the base of the valley notably reducing tranquillity due to vehicular movement but tranquillity improves with distance and elevation away from the road. Strong seasonal interest as appearance varies through the seasons.</p> <p>This stretch of the N11 dual carriageway is also designated as a 'Prospect of Special Amenity' (Scenic Route). Contains a 'View of Special Amenity' (Scenic View) located at the 'The Octagon' ruined structure on the elevated portion of the eastern slope. These designations are evidence of agreed value.</p>	Very High
Protected Trees - Greystones, Delgany and Kilcoole Local Area Plan	Mature tree groups and tree lines which contribute to landscape character and help provide visual amenity.	Medium

1.4.8 Visual baseline appraisal

This section of the report deals with the identification of visual receptors and judgements of relative sensitivity to visual change of the form proposed. In general, visual receptors that are currently influenced by views of the existing N11/M11 are deemed to be less sensitive to change than those that are not currently influenced by major road infrastructure. However, the sensitivity of each visual receptor listed below will be individually assessed to determine specific likely sensitivity to the N11/M11 Scheme.

Table 1.7: Schedule of visual receptors and summary of likely sensitivity

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
County Dublin			
County Designation	There are a number of relevant designations 'To preserve Views' in the DLRCDP.	The character of these areas is already influenced by the existing N11/M11. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on these receptors. No further options appraisal required.	N/A

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
National Waymarked Way	Dublin Mountains Way	Route traverses the M11 by way of a pedestrian overpass where open views are afforded of existing major transport infrastructure. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to result in significant effects on this receptor. No further assessment required.	N/A
County Scenic Designation	DLRCDP 'Preserve Prospect' (situated on the M11 motorway)	Understood to relate to long distance views south towards Sugarloaf mountain and the ridgeline at Bray Head from the M11 but may also include the mature roadside vegetation. Foreground views are characterised by the M11. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to result in significant effects on this receptor. No further assessment required.	N/A
County Wicklow			
Settlement	Bray	All options of the N11/M11 Scheme are on-line in this area hence are unlikely to result in a notably higher proportion of significant effects on dwellings than in the general landscape. No further assessment required.	N/A
Local Scenic Designation	Bray Municipal District Scenic View / Prospect	Focus of views appears to relate to the Dargle River valley and mature trees on southern bank located to the east of the N11 dual carriageway.	High
Settlement	Kilmacanoge	Represents the likely presence of a higher concentration of residential visual receptors than would be expected outside of settlement envelopes ⁵ .	Medium

⁵ Guided by extents of areas categorised as type '111-Continuous urban fabric' in the Corrine land cover database for Ireland published by the Environmental Protection Agency (EPA), Corrine Land Cover Mapping. Available from: <http://www.epa.ie/soilandbiodiversity/soils/land/corine/> [Accessed: 10 April 2019]

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 11). <i>Origin: N11 south of Kilmacanoge. Feature: Prospect to west of Great Sugarloaf, across Kilmacanoge Marsh and Quill Road</i>	This designation applies to the N11 dual carriageway and it also includes slightly more elevated views of the same prospect from local road, Bohilla Lane, east of the N11 dual carriageway passing through townlands of Barchuillia Commons and Kilmurry North.	High
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 39). <i>Origin: N11 Kilmacanoge. Feature: View of Little Sugarloaf</i>	There does not appear to be a stopping point on the N11 to take in this view, so it is only likely to be appreciated in transit, more akin to a scenic route than a scenic view. View is eastwards from an urban area with buildings and major roads in the foreground. Vegetation and agricultural fields in the middle ground with a backcloth of the Little Sugarloaf.	High-Medium
Lookout Point	Non-designated view from Little Sugarloaf.	This lookout point is accessible via the 'Little Sugarloaf Access Route.' Offers elevated panoramic views of sea, rugged hills, settlements and working agricultural lands.	High-Medium
Lookout Point	Non-designated view from Sugarloaf mountain.	This lookout point is located on commonage at summit of mountain and is accessible via L1031 local road. Offers elevated panoramic views of sea, rugged hills, settlements and working agricultural lands. Also affords extremely long distance views of the UK.	High-Medium
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 8). <i>Origin: L1028 at Ballydonagh and Coolnaskeagh. Feature: View of Great Sugarloaf and Little Sugarloaf</i>	View has pastoral quality without any major roads visible.	High-Medium
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane and R755 at Calary. Feature:</i>	Views not orientated towards the N11/M11 Scheme. No further assessment required.	N/A

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
	<i>Prospect of Great Sugarloaf at Calary</i>		
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary.</i> <i>Feature: View down valley towards sea</i>	Elevated view located in rural area with views over farmed hills and valleys which channel views towards the sea in the background.	High-Medium
Lookout Point	Non-designated view from Kindlestown Woods.	This lookout point is located within the conifer woodland and affords views east towards the coast. View not orientated towards the N11/M11 Scheme. No further assessment required.	N/A
Recreational Trail	Kindlestown walking trail within Kindlestown Woods.	Views afforded to recreational users in this woodland are heavily enclosed due to screening provided by the conifer woodland in all seasons. Significant visual effects unlikely on this receptor No further assessment required.	N/A
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 13). <i>Origin: N11 Glen of the Downs.</i> <i>Feature: Prospect of both sides of Glen of the Downs.</i>	Foreground characterised by N11 but flanked by naturalistic steep wooded slopes on both sides providing a sense of awe.	Very High
Tourism	Glen of the Downs Hotel	Hotel orientated to enjoy views of the Glen of the Downs Nature Reserve.	Very High
Recreational Trail	Walking trails within the Glen of the Downs	Trails through ancient broadleaved woodland with glimpse views between trees across the valley.	Very High
Informal Trail	Access Track through conifer woodland to the Glen of the Downs	Through commercial conifer woodland. Views generally screened.	Medium-Low
Informal Trail	Access Track through farmland in Belleveue demesne to the Glen of the Downs	Affords pleasant broad views to east.	Medium
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 35). <i>Origin: Glen of the Downs.</i> <i>Feature: View of north, west and south from the Octagon on the east side of the N11 in the Glen of the Downs Nature Reserve over Woodlands, Downs Hill, Downs, Calary and red lane areas, Views</i>	Dramatic elevated views from tranquil setting over wooded valley and rolling landscape.	Very High

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
	<i>to east, south and west over Drummin hill and Stylebawn areas from the upper paths within the Nature Reserve.</i>		
Golf Course	Delgany Golf Club	Strong sense of enclosure provided by mature trees, treelines and overgrown hedgerows.	High-Medium
Settlement	Delgany	Represents the likely presence of a relatively higher concentration of residential visual receptors than would be expected outside of settlement envelopes ⁵ .	Medium
Settlement	Kilpedder	Represents the likely presence of a relatively higher concentration of residential visual receptors than would be expected outside of settlement envelopes ⁵ .	Medium
Settlement	Newtownmountkennedy	All options of the N11/M11 Scheme are entirely or predominantly on-line in this area hence are unlikely to result in a notably higher proportion of significant effects on dwellings than in the general landscape. No further assessment required.	N/A
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 14). <i>Origin: N11 at Kilmullin. Feature: Prospect of Kilcoole and the coast.</i>	All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on this receptor. No further assessment required.	N/A
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 47). <i>Origin: Kilcoole Road, Newtownmountkennedy. Feature: View to the south</i>	Short views over wooded river valley. N11/M11 Scheme is situated to the east and is on-line in this area. All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on this receptor. No further assessment required.	N/A
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 45). <i>Origin: St. Catherine's School, (Newtownmountkennedy). Feature: View to southwest</i>	All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on	N/A

Visual Receptor	Descriptions	Assessment of Sensitivity	Sensitivity rating herein
		this receptor. No further assessment required.	
Golf Course	Glen Mill Golf Club	All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on this receptor. No further assessment required.	N/A
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 15). <i>Origin: From Coynes Cross on N11 towards Wicklow. Feature: View of Wicklow Head and Coastline.</i>	All options of the N11/M11 Scheme are on-line in this area hence are unlikely to be result in significant effects on this receptor. No further assessment required.	N/A

1.5 Stage 1 corridor options assessment - likely magnitude and significance of effects – Northern Section

A range of factors (including light) were considered when examining potential effects on receptors during construction and operational stages of the N11/M11 Scheme. For the sake of clarity and brevity this report focuses on the key factors which contributed to impact judgements. In accordance with the GLVIA² the likely significance of effects is based on a balance between the sensitivity of the landscape or visual receptor and the magnitude of landscape or visual effect. For the purposes of this assessment, the importance of the receptor is also considered in order to differentiate and add weighting to particular effects. The likely ‘importance’ of any potential significant effects is judged depending on the scale from ‘International’, ‘National’, ‘Regional’ or ‘Local’.

For this assessment it was assumed that general landscape mitigation measures would be implemented for all corridor options and that the Northern Section will predominantly be lit as is the case on the Northern Section of the existing N11/M11.

1.5.7 Corridor Option 1 (North) - Red

Landscape character

Table 1.8: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect on the physical landscape.	Low	No
<i>Eastern Corridor:</i> Corridor Area East	Medium	Corridor Option will involve improvements to main carriageway and junctions. Intensification of road infrastructure will be adjacent to and associated with the existing major road and occur within an established transport corridor.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty:</i> Glencree / Glencullen	High	Corridor Option is on-line but corridor includes a small area at the perimeter of this landscape area where it transitions to the adjoining less sensitive LCA's.	Negligible	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty:</i> The Northern Hills	High	Corridor Option adjoins this LCA but there is no notable direct impact within this LCA.	Negligible	No

Landscape elements

Table 1.9: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tree Preservation Order 41	High	Very small proportion of trees assumed to come under this TPO will likely be removed.	Low	No

Visual receptors

Table 1.10: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Local Scenic Designation	Bray Municipal District scenic View / Prospect	High	Corridor Option likely to involve a degree of tree removal that may be visible.	Medium	Yes – Local Importance
Settlement	Kilmacanoge	Medium	Corridor Option is on-line at this location. A degree of visual change may occur but is unlikely to be of a noteworthy magnitude as it will occur in an area that is already characterised by a major road.	Low-Negligible	No
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 11). Origin: N11 south of Kilmacanoge. <i>Feature: Prospect to west of Great Sugarloaf, across Kilmacanoge Marsh and Quill Road</i>	High	Corridor Option is on-line in this area so Negligible magnitude of impact from the portion of this designation that occurs on the N11. But prospect from local road east of the N11 dual carriageway passing through townlands of Barchuillia Commons and Kilmurray North will be afforded views of the upgraded road below however focus of the view will be largely unaffected.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 39). <i>Origin: N11 Kilmacanoge. Feature: View of Little Sugarloaf</i>	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the foreground but focus of view unaffected.	Negligible	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Lookout Point	Non-designated view from Little Sugarloaf.	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the valley below but character of the broad elevated view not degraded.	Negligible	No
Lookout Point	Non-designated view from Sugarloaf mountain.	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the valley below but character of the broad elevated view not degraded.	Negligible	No
Golf Course	Glen of the Downs Golf Club	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 8). <i>Origin: L1028 at Ballydonagh and Coolnaskeagh. Feature: View of Great Sugarloaf and Little Sugarloaf</i>	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary. Feature: View down valley towards sea</i>	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No

1.5.8 Corridor Option 2 (North) – Red + Yellow + Red

Landscape character

Table 1.11: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5.)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect on the physical landscape.	Low	No
<i>Eastern Corridor: Corridor Area East</i>	Medium	North of Kilmacanoge, this Corridor Option includes agricultural and residential land uses. It will be parallel to the N11. Represents an extension and redefining of peri-urban edge of Bray into this LCA. South of Kilmacanoge, this Corridor Option will involve improvements to main carriageway and junctions. Intensification of road infrastructure will be adjacent to and associated with the existing major road and occur within an established transport corridor.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: Glencree / Glencullen</i>	High	Corridor Option clips the periphery of this LCA and will likely involve removal of mature vegetation along the Dargle River valley which contributes to landscape character but this occurs in a portion of the LCA where it is already characterised the N11.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: The Northern Hills</i>	High	Corridor Option adjoins this LCA but there is a minimal direct impact within this LCA.	Negligible	No

Landscape elements

Table 1.12: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tree Preservation Order 41	High	A notable proportion of trees assumed to come under this TPO will likely be removed.	Medium	Yes – Regional Importance

Visual receptors

Table 1.13: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Local Scenic Designation	Bray Municipal District scenic View / Prospect	High	Corridor Option likely to involve a degree of tree removal that may be visible.	Medium	Yes – Local Importance
Settlement	Kilmacanoge	Medium	Corridor Option is on-line at this location. A degree of visual change may occur but is unlikely to be of a noteworthy magnitude as it will occur in an area that is already characterised by a major road.	Low-Negligible	No
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 11). Origin: N11 south of Kilmacanoge. <i>Feature: Prospect to west of Great Sugarloaf, across Kilmacanoge Marsh and Quill Road</i>	High	Corridor Option is on-line in this area so Negligible magnitude of impact from the portion of this designation that occurs on the N11. But prospect from local road east of the N11 dual carriageway passing through townlands of Barchuillia Commons and Kilmurry North will be afforded views of the upgraded road below however focus of the view will be largely unaffected.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 39). <i>Origin: N11 Kilmacanoge. Feature: View of Little Sugarloaf</i>	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the foreground but focus of view unaffected.	Negligible	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Lookout Point	Non-designated view from Little Sugarloaf.	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the valley below but character of the broad elevated view not degraded.	Negligible	No
Lookout Point	Non-designated view from Sugarloaf mountain.	High-Medium	Corridor Option is on-line in this area resulting in a small degree of visual change in the valley below but character of the broad elevated view not degraded.	Negligible	No
Golf Course	Glen of the Downs Golf Club	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 8). <i>Origin: L1028 at Ballydonagh and Coolnaskeagh. Feature: View of Great Sugarloaf and Little Sugarloaf</i>	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary. Feature: View down valley towards sea</i>	High-Medium	Corridor Option is on-line in this area resulting no notable visual change.	Negligible	No

1.5.9 Corridor Option 3 (North) – Red + Blue

Landscape character

Table 1.14: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect on the physical landscape.	Low	No
<i>Eastern Corridor: Corridor Area East</i>	Medium	North of Kilmacanoge, this Corridor Option includes agricultural and residential land uses. It will be parallel to the N11. Represents an extension and redefining of peri-urban edge of Bray into this LCA.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: Glencree / Glencullen</i>	High	Corridor Option clips the periphery of this LCA and will likely involve removal of mature vegetation along the Dargle River valley which contributes to landscape character but this occurs in a portion of the LCA where it is already characterised the N11.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: The Northern Hills</i>	High	Corridor Option passes through the western side of the Little Sugarloaf portion of this LCA. Represents an encroachment of major infrastructure into the farmed lower west facing slope. The wilder more elevated portion is avoided.	Medium	Yes – Regional Importance

Landscape elements

Table 1.15: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tree Preservation Order 41	High	A proportion of trees assumed to come under this TPO will likely be removed.	Medium-Low	Yes – Regional Importance

Visual receptors

Table 1.16: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Local Scenic Designation	Bray Municipal District scenic View / Prospect	High	Corridor Option likely to involve a degree of tree removal that may be visible.	Medium	Yes – Local Importance
Settlement	Kilmacanoge	Medium	Corridor Option is further from this settlement than the existing N11 dual carriageway. New road on the lower slopes of the Little Sugarloaf will be an additional piece of major road infrastructure in some views but there will likely be a corresponding reduction in vehicular movements through the centre of the settlement resulting in an increase in tranquillity. Some residents may experience cumulative impacts where both existing N11 dual carriageway and this Corridor Option will be visible simultaneously.	Medium	Yes – Local Importance
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 11). Origin: N11 south of Kilmacanoge. <i>Feature: Prospect to west of Great Sugarloaf, across Kilmacanoge Marsh and Quill Road</i>	High	From the N11, this Corridor Option will be visible on the lower farmed west facing slope of the Little Sugarloaf and will appear that the transport corridor on the N11 is extending up the Little Sugarloaf but the wilder upper slope will be avoided. This Corridor Option will intersect with local road east of the N11 dual carriageway passing through townlands of Barchuillia	High	Yes – Regional Importance

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
			Commons and Kilmurray North resulting in a notable change to the view.		
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 39). <i>Origin: N11 Kilmacanoge. Feature: View of Little Sugarloaf</i>	High-Medium	Corridor Option will be visible on the lower farmed west facing slope of the Little Sugarloaf and will appear that the transport corridor on the N11 is extending up the Little Sugarloaf but the wilder upper slope will be avoided. Likely vegetation in the fore-to-middle ground will be removed.	High-Medium	Yes – Regional Importance
Lookout Point	Non-designated view from Little Sugarloaf.	High-Medium	Corridor Option is situated on the lower slopes resulting in a degree of visual change and intensification of infrastructure in the valley below but character of the broad elevated view not degraded. May be a reduction to the tranquillity as the road traffic would pass at closer proximity.	Medium	Yes – Local Importance
Lookout Point	Non-designated view from Sugarloaf mountain.	High-Medium	Corridor Option is situated on the lower slopes of the Little Sugarloaf resulting in a degree of visual change and intensification of infrastructure in the valley below (which is already characterised by the major road corridor and settlement) but character of the broad elevated view not degraded. Visual intrusion not obstruction.	Low	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 8). <i>Origin: L1028 at Ballydonagh and Coolnaskeagh. Feature: View of Great Sugarloaf and Little Sugarloaf</i>	High-Medium	Corridor Option is predominantly on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary. Feature: View down valley towards sea</i>	High-Medium	Corridor Option is predominantly on-line in this area resulting no notable visual change.	Negligible	No

1.5.10 Corridor Option 4 (North) – Red + Green + Blue

Landscape character

Table 1.17: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect of the physical landscape.	Low	No
<i>Eastern Corridor: Corridor Area East</i>	Medium	Corridor Option will involve improvements to main carriageway and junctions. Intensification of road infrastructure will be adjacent to and associated with the existing major road and occur within an established transport corridor.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: Glencree / Glencullen</i>	High	Corridor Option is on-line at this location but will include a small area at the perimeter of this landscape area where it transitions to the adjoining less sensitive LCA's.	Negligible	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: The Northern Hills</i>	High	Corridor Option passes through the western side of the Little Sugarloaf portion of this LCA. Represents an encroachment of major infrastructure into the farmed lower west facing slope. The wilder more elevated portion is avoided.	Medium	Yes – Regional Importance

Landscape elements

Table 1.18: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tree Preservation Order 41	High	N/A	N/A	N/A

Visual receptors

Table 1.19: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Local Scenic Designation	Bray Municipal District scenic View / Prospect	High	Corridor Option likely to involve a degree tree removal that may be visible.	Medium	Yes – Local Importance
Settlement	Kilmacanoge	Medium	Corridor Option is further from this settlement than the existing N11 dual carriageway. New road on the lower slopes of the Little Sugarloaf will be an additional piece of major road infrastructure in some views but there will likely be a corresponding reduction in vehicular movements through the centre of the settlement resulting in an increase in tranquillity. Some residents may experience cumulative impacts where both existing N11 dual carriageway and this Corridor Option will be visible simultaneously.	Medium	Yes – Local Importance
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 11). Origin: N11 south of Kilmacanoge. <i>Feature: Prospect to west of Great Sugarloaf, across Kilmacanoge Marsh and Quill Road</i>	High	From the N11, this Corridor Option will be visible on the lower farmed west facing slope of the Little Sugarloaf and will appear that the transport corridor on the N11 is extending up the Little Sugarloaf but the wilder upper slope will be avoided. This Corridor Option will intersect with local road east of the N11 dual carriageway passing through townlands of Barchuillia Commons and Kilmurry North resulting in a notable change to the view.	High	Yes – Regional Importance
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 39). <i>Origin: N11 Kilmacanoge. Feature: View of Little Sugarloaf</i>	High-Medium	Corridor Option will be visible on the lower farmed west facing slope of the Little Sugarloaf and will appear that the transport corridor on the N11 is extending up Little Sugarloaf but the wilder upper slope will be avoided. Likely vegetation in the fore-to-middle ground will be removed.	High-Medium	Yes – Regional Importance
Lookout Point	Non-designated view from Little Sugarloaf.	High-Medium	Corridor Option is situated on the lower slopes resulting in a degree of visual change and intensification of infrastructure in the valley below but character of the broad elevated view not degraded. May be a reduction to the tranquillity as the road traffic would pass at closer proximity.	Medium	Yes – Local Importance

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Lookout Point	Non-designated view from Sugarloaf mountain.	High-Medium	Corridor Option is situated on the lower slopes of the Little Sugarloaf resulting in a degree of visual change and intensification of infrastructure in the valley below but character of the broad elevated view not degraded.	Low	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 8). <i>Origin: L1028 at Ballydonagh and Coolnaskeagh. Feature: View of Great Sugarloaf and Little Sugarloaf</i>	High-Medium	Corridor Option is predominantly on-line in this area resulting no notable visual change.	Negligible	No
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary. Feature: View down valley towards sea</i>	High-Medium	Corridor Option is predominantly on-line in this area resulting no notable visual change.	Negligible	No

1.6 Summary of assessments – Northern Section

An assessment of the sensitivity of landscape receptors, at the higher order scale of landscape character, as well as the finer grained scale of landscape elements has been provided in **Table 1.5** and **Table 1.6** respectively.

An assessment of visual receptor sensitivity is provided in **Table 1.7**. The assessment of likely landscape effects and visual effects for each corridor option is provided in tabular format in **Section 1.5**. The results of the assessment of each corridor option for both landscape and visual receptors are summarised in **Table 1.20** and **Table 1.21** respectively for the Northern Section. The final summary of the combined topics of both landscape and visual is shown in **Table 1.22**. This presents the results in terms of overall route preference for the Northern Section.

1.6.7 Landscape

Table 1.20: Summary assessment of landscape for Northern Section

Assessment Criteria	Corridor Option 1 (North)	Corridor Option 2 (North)	Corridor Option 3 (North)	Corridor Option 4 (North)
Likely number of significant impacts on a <u>landscape character areas</u>	0	0	1	1
Likely number of significant impacts on landscape element of national importance	0	0	0	0
Likely number of significant impacts on landscape element of regional importance	0	1	1	0
Likely number of significant impacts on landscape element of local importance	0	0	0	0
<u>Landscape</u> Qualitative Assessment	Not significant or neutral	Minor or slightly negative	Major or highly negative	Major or highly negative
<u>Landscape</u> Score / Impact Level	4	3	1	1
<u>Landscape</u> Preference	Preferred	Intermediate	Least Preferred	Least Preferred

Effects on the landscape character of an area are generally of greater geographical extent and greater consequence than effects on the individual landscape features and elements that contribute to that character. Thus, effects on identified LCA's are given greater weighting than effects on individual landscape elements.

The differential between corridor options is initially assessed at the broader scale of LCA's. Due to the anticipated effects on the physical landscape (landform and land cover patterns) most corridor options generate a negative impact score for landscape while the substantially on-line Corridor Option 1 (North) is *not significant or neutral* and the mostly on-line Corridor Option 2 (North) generates a *minor or slightly negative* impact score. Corridor Option 1 (North) is also likely to have the lowest potential for landscape impacts during construction.

1.6.8 Visual

Table 1.21: Summary assessment of visual for Northern Section

Assessment Criteria	Corridor Option 1 (North)	Corridor Option 2 (North)	Corridor Option 3 (North)	Corridor Option 4 (North)
Likely number of significant impacts on visual receptor of national importance	0	0	0	0
Likely number of significant impacts on visual receptor of regional importance	0	0	2	2
Likely number of significant impacts on visual receptor of local importance	1	1	3	3
<u>Visual</u> Qualitative Assessment	Minor or slightly negative	Minor or slightly negative	Moderately negative	Moderately negative
<u>Visual</u> Score / Impact Level	3	3	2	2
<u>Visual</u> Preference	Preferred	Intermediate	Least Preferred	Least Preferred

All corridor options have broadly equal potential to have an effect on the View/Prospects identified in the Bray Municipal District Local Area Plan resulting in one significant impact of local importance for all corridor options.

Corridor Option 1 (North) is preferred as it is on-line and views from dwelling receptors in the area are already characterised by the N11 dual carriageway, whereas Corridor Option 2 (North) has an off-line corridor segment (yellow corridor) resulting in new visual impacts on nearby dwellings which places this corridor option as intermediate. The off-line corridor segments of Corridor Option 3 (North) (blue corridor segment) and Corridor Option 4 (North) (green and blue corridor segments) are likely to result in regional scale impacts on the Prospects of Special Amenity Value or Special Interest (Number 11) and the Views of Special Amenity Value or Special Interest (Number 39).

1.6.9 Combined landscape and visual – Northern Section

Table 1.22: Combined summary assessment table of landscape and visual for Northern Section

Assessment Criteria	Corridor Option 1 (North)	Corridor Option 2 (North)	Corridor Option 3 (North)	Corridor Option 4 (North)
Combined Qualitative Assessment	Minor or slightly negative	Moderately negative	Major or highly negative	Major or highly negative
Combined Score / Impact Level	3	2	1	1
Combined Preference	Preferred	Intermediate	Least Preferred	Least Preferred

The overall corridor option preference, from combining the results of both the landscape impact and visual impact tables shows clear similarities between the preferences for Corridor Option 1 (North) for both landscape and visual factors. This is largely because this corridor option is on-line where landscape character and visual amenity is already strongly influenced by the existing N11/M11 corridor.

1.7 Stage 1 corridor assessment - likely magnitude and significance of effects – Southern Section

A range of factors (including light) were considered when examining potential effects on receptors during construction and operational stages, as a result of the N11/M11 Scheme. For the sake of clarity this report focuses on the key factors which contributed to impact judgements. In accordance with the GLVIA² the likely significance of effects is based on a balance between the sensitivity of the landscape or visual receptor and the magnitude of landscape or visual effect. For the purposes of this assessment, the importance of the receptor is also considered in order to differentiate and add weighting to particular effects. The likely ‘importance’ of any potential significant effects is judged depending on the scale from ‘International’, ‘National’, ‘Regional’ or ‘Local’.

For this assessment it was assumed that general landscape mitigation measures would be implemented for all corridor options and that the Southern Section will predominantly be unlit.

Please note that there is little detail in this section for route corridors between nodes J to K because none of the identified sensitive landscape or visual receptors are likely to have the potential for direct impacts.

1.7.7 Corridor Options 1 and 5 (South) - Red

Landscape character

Table 1.23: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect of the physical landscape.	Low	No
<i>Eastern Corridor:</i> Corridor Area East	Medium	Corridor Option is almost entirely within this LCA and will involve improvements to main carriageway and junctions. Intensification of road infrastructure will be adjacent to and associated with the existing major road and occur within an established transport corridor.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty:</i> The Northern Hills	High	Corridor Option adjoins this LCA but there is no notable direct impact within this LCA.	Negligible	No
<i>Areas of Special Amenity:</i> North East Mt. Lowlands	High-Medium	No direct impact on this receptor. No further assessment required.	N/A	N/A

Landscape elements

Table 1.24: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Glen of the Downs Nature Reserve	Very High	Corridor Option is on-line in this area and may result in some tree loss immediately adjoining the carriageway of the N11 dual carriageway resulting in a small cumulative erosion of the woodland at the northern and central portions of the valley. The highest number of trees at risk is at the southern end of the glen at Junction 10 (Delgany / Drummin) but the sensitivity is reduced here due to the presence of the existing junction. Increased traffic speed through the valley is likely to increase traffic noise and further decrease tranquillity.	Medium	Yes – National Importance
Protected Trees - Greystones, Delgany and Kilcoole Local Area Plan	Medium	No direct impact on this receptor. No further assessment required.	N/A	N/A

Visual receptors

Table 1.25: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary. Feature: View down valley towards sea</i>	High-Medium	Corridor Option is on-line in this area resulting in no notable visual change.	Negligible	No
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 13). <i>Origin: N11 Glen of the Downs. Feature: Prospect of both sides of Glen of the Downs.</i>	Very High	Corridor Option is on-line in this area likely resulting in a small degree of tree loss immediately adjoining the carriageway but views of wooded slopes remain unaffected.	Low	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tourism	Glen of the Downs Hotel	Very High	Corridor Option is on-line in this area resulting in no notable visual change.	Negligible	No
Recreational Trail	Walking trails within the Glen of the Downs	Very High	Corridor Option is on-line in this area resulting in no notable visual change.	Negligible	No
Informal Trail	Access Track through conifer woodland to the Glen of the Downs	Medium-Low	No direct impact on this receptor. No further assessment required.	N/A	N/A
Informal Trail	Access Track through farmland in Belleveue demesne to the Glen of the Downs	Medium	No direct impact on this receptor. No further assessment required.	N/A	N/A
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 35). <i>Origin: Glen of the Downs. Feature: View of north, west and south from the Octagon on the east side of the N11 in the Glen of the Downs Nature Reserve over Woodlands, Downs Hill, Downs, Calary and red lane areas, Views to east, south and west over Drummin hill and Stylebawn areas from the upper paths within the Nature Reserve.</i>	Very High	Corridor Option is on-line in this area resulting in no notable visual change.	Negligible	No
Settlement	Delgany	Medium	Corridor Option is on-line in this area hence is unlikely to result in a notably higher proportion of significant effects on dwellings than in the general landscape.	Negligible	No
Golf Course	Delgany Golf Club	High-Medium	Corridor Option is on-line in this area resulting in no notable visual change.	Negligible	No

1.7.8 Corridor Option 2 (South) – Cyan + Red

Landscape character

Table 1.26: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Where this Corridor Option passes within an Urban Area it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect of the physical landscape.	Low	No
<i>Eastern Corridor:</i> Corridor Area East	Medium	Corridor Option will involve improvements to main carriageway and junctions. Intensification of road infrastructure will be adjacent to and associated with the existing major road and occur within an established transport corridor.	Low	No
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty:</i> The Northern Hills	High	Corridor Option severs the southern tip of the western half of this LCA in the townland of Kilmurry South (vicinity of the Glenview Hotel) near Junction 9 (Glenview). Notable magnitude of effect on the physical landscape as a result of volume of earthworks required. However principal feature in this LCA is Sugarloaf Mountain which would not be affected.	Medium	Yes – Regionally Important
<i>Areas of Special Amenity:</i> North East Mt. Lowlands	High-Medium	Corridor Option severs the north-eastern tip of this LCA in the townlands of Calary Lower and Woodlands. Notable magnitude of effect on the physical landscape as a result of volume of earthworks required.	Medium	Yes – Regionally Important

Landscape elements

Table 1.27: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See6)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Glen of the Downs Nature Reserve	Very High	No direct impact on this receptor. No further assessment required.	N/A	N/A
Protected Trees - Greystones, Delgany and Kilcoole Local Area Plan	Medium	No direct impact on this receptor. No further assessment required.	N/A	N/A

Visual receptors

Table 1.28: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 9). <i>Origin: L1031 Red Lane, Calary.</i> <i>Feature: View down valley towards sea</i>	High-Medium	Corridor Option is closer than the existing N11. When looking south east from this viewpoint towards the Glen of the Downs an engineered notch (c.1.7km distant) will be cut into the farmland forming a ridge to the east of the natural glaciated valley of the Glen of the Downs in the townland of Woodlands. Likely to be a noticeable visual change, presenting new major infrastructure into a pastoral rural view.	Medium	Yes – Regional Importance
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 13). <i>Origin: N11 Glen of the Downs. Feature: Prospect of both sides of Glen of the Downs.</i>	Very High	Most vehicular traffic will be taken out of the glen significantly increasing tranquillity	Moderately Beneficial	No
Tourism	Glen of the Downs Hotel	Very High	Hotel orientated towards the glen. There is notable intervening screening. Where glimpses are afforded they will be oblique to the focus of the view.	Negligible	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Recreational Trail	Walking trails within the Glen of the Downs	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view and increasing tranquillity.	Moderately Beneficial	No
Informal Trail	Access Track through conifer woodland to the Glen of the Downs	Medium-Low	No direct impact on this receptor. No further assessment required.	N/A	N/A
Informal Trail	Access Track through farmland in Belleveue demesne to the Glen of the Downs	Medium	No direct impact on this receptor. No further assessment required.	N/A	N/A
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 35). <i>Origin: Glen of the Downs.</i> <i>Feature: View of north, west and south from the Octagon on the east side of the N11 in the Glen of the Downs Nature Reserve over Woodlands, Downs Hill, Downs, Calary and red lane areas, Views to east, south and west over Drummin hill and Stylebawn areas from the upper paths within the Nature Reserve.</i>	Very High	Most vehicular traffic will be taken out of the glen significantly increasing tranquillity within the valley however the new road will be visible cutting through and over the rolling hills in the townland of Kilmurry South to the north west. These two opposing factors were balanced in this assessment.	Low	No

1.7.9 Corridor Option 3 (South) – Orange + Red

Landscape character

Table 1.29: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Corridor Option involves new major road passing along / clipping the western outskirts of Delgany. Where this Corridor Option passes within an Urban Area around Newtownmountkennedy it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect on the physical landscape.	Medium	No
<i>Eastern Corridor: Corridor Area East</i>	Medium	Corridor Option will have notable magnitude of effect on the physical landscape as a result of volume of earthworks required to the east of the Glen of the Downs.	Medium	Yes – Regional Importance
<i>Mountain and Lakeshore Area of Outstanding Natural Beauty: The Northern Hills</i>	High	Corridor Option severs the southern tip of the eastern half of this LCA in the townland of Kilmurray North (vicinity of the Horkans Garden Centre) near Junction 9 (Glenview). Modest magnitude of effect on the physical landscape as a result of volume of earthworks required. However principal feature in this LCA is the Little Sugarloaf which would not be affected.	Low	No

Landscape elements

Table 1.30: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Glen of the Downs Nature Reserve	Very High	No direct impact on this receptor. No further assessment required.	N/A	N/A
Protected Trees - Greystones, Delgany and	Medium	Corridor Option clips edge of T02 / T03, mature tree group on R762 (Glen Road) near Delgany and clips half of T29, a treeline which is set back from the public realm in the townland of Drummin East.	Medium	Yes – Locally Important

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Kilcoole Local Area Plan				

Visual receptors

Table 1.31: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 13). <i>Origin: N11 Glen of the Downs. Feature: Prospect of both sides of Glen of the Downs.</i>	Very High	Most vehicular traffic will be taken out of the glen significantly increasing tranquillity	Moderately Beneficial	No
Tourism	Glen of the Downs Hotel	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view	Moderately Beneficial	No
Recreational Trail	Walking trails within the Glen of the Downs	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view and increasing tranquillity.	Moderately Beneficial	No
Informal Trail	Access Track through conifer woodland to the Glen of the Downs	Medium-Low	Conifer woodland will provide notable screening but traffic noise will likely reduce tranquillity.	Low	No
Informal Trail	Access Track through farmland in Bellevue demesne to the Glen of the Downs	Medium	Corridor Option intersects with trail. Notable visual change and reduction of tranquillity.	High-Medium	Yes – Locally Important
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 35). <i>Origin: Glen of the Downs. Feature: View of north, west and south from the Octagon on the east side of the N11 in the Glen of the Downs Nature Reserve over</i>	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view and increasing tranquillity.	Moderately Beneficial	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
	<i>Woodlands, Downs Hill, Downs, Calary and red lane areas, Views to east, south and west over Drummin hill and Stylebawn areas from the upper paths within the Nature Reserve.</i>				
Settlement	Delgany	Medium	Corridor Option involves new major road passing along / clipping the western edge of Delgany.	Medium	Yes – Locally Important
Golf Course	Delgany Golf Club	High-Medium	Corridor Option severs the golf course and includes the club house.	Very High-High	Yes – Locally Important

1.7.10 Corridor Option 4 (South) Pink + Red

Landscape character

Table 1.32: Assessment of potential significant effects on landscape character

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Urban Areas	Low	Corridor Option involves new major road passing close to the centre of Delgany village. Where this Corridor Option passes within an Urban Area around Newtownmountkennedy it is predominantly on-line and is unlikely to notably alter the landscape / townscape character and will have a minimal effect on the physical landscape.	High-Medium	No
<i>Eastern Corridor: Corridor Area East</i>	Medium	Corridor Option will have notable magnitude of effect on the physical landscape as a result of volume of earthworks required to the east of the Glen of the Downs.	Medium	Yes – Regional Importance
<i>Mountain and Lakeshore Area of Outstanding</i>	High	Corridor Option severs the southern tip of the eastern half of this LCA in the townland of Kilmurray North (vicinity of the Horkans Garden Centre) near Junction 9 (Glenview). Modest magnitude of	Low	No

LCA	Sensitivity (See Table 1.5:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
<i>Natural Beauty:</i> The Northern Hills		effect on the physical landscape as a result of volume of earthworks required. However principal feature in this LCA is the Little Sugarloaf which would not be affected.		

Landscape elements

Table 1.33: Assessment of potential significant effects on landscape elements

Landscape Element	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Glen of the Downs Nature Reserve	Very High	No direct impact on this receptor. No further assessment required.	N/A	N/A
Protected Trees - Greystones, Delgany and Kilcoole Local Area Plan	Medium	Corridor Option dissects T02 / T03, a mature tree group on R762 (Glen Road) near Delgany and clips T30, a tree line which is set back from the public realm in the townland of Drummin East.	High-Medium	Yes – Locally Important

Visual receptors

Table 1.34: Assessment of potential significant effects on visual receptors

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
County Scenic (route) Designation	Prospects of Special Amenity Value or Special Interest (Number 13). <i>Origin: N11 Glen of the Downs. Feature: Prospect of both sides of Glen of the Downs.</i>	Very High	Most vehicular traffic will be taken out of the glen significantly increasing tranquillity	Moderately Beneficial	No

Visual Receptor	Descriptions	Sensitivity (See Table 1.7:)	Assessment of Likely Magnitude of Effect	Likely Magnitude of Effect	Likely Significant
Tourism	Glen of the Downs Hotel	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view	Moderately Beneficial	No
Recreational Trail	Walking trails within the Glen of the Downs	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view and increasing tranquillity.	Moderately Beneficial	No
Informal Trail	Access Track through conifer woodland to the Glen of the Downs	Medium-Low	Corridor Option clips beginning of trail which will likely be re-routed.	High-Medium	Yes – Locally Important
Informal Trail	Access Track through farmland in Belleveue demesne to the Glen of the Downs	Medium	Corridor Option intersects trail in the section that is through the conifer plantation.	High-Medium	Yes – Locally Important
County Scenic (view) Designation	Views of Special Amenity Value or Special Interest (Number 35). <i>Origin: Glen of the Downs.</i> <i>Feature: View of north, west and south from the Octagon on the east side of the N11 in the Glen of the Downs Nature Reserve over Woodlands, Downs Hill, Downs, Calary and red lane areas, Views to east, south and west over Drummin hill and Stylebawn areas from the upper paths within the Nature Reserve.</i>	Very High	Most vehicular traffic will be taken out of the glen significantly reducing movement in the view and increasing tranquillity.	Moderately Beneficial	No
Settlement	Delgany	Medium	Corridor Option involves new major road passing along / clipping the western edge of Delgany.	Medium	Yes – Locally Important
Golf Course	Delgany Golf Club	High-Medium	Corridor Option severs the golf course and includes the club house.	Very High-High	Yes – Locally Important

1.8 Summary of assessments – Southern Section

An assessment of the sensitivity of landscape receptors, at the higher order scale of landscape character, as well as the finer grained scale of landscape elements has been provided in **Table 1.5** and **Table 1.6** respectively.

An assessment of visual receptor sensitivity is provided in **Table 1.7**. The assessment of likely landscape effects and visual effects for each Corridor Option is provided in tabular format in **Section 1.57**. The results of the assessment of each Corridor Option for both landscape and visual receptors are summarised in **Table 1.35** and **Table 1.36** respectively for the Southern Section. The final summary of the combined topics of both landscape and visual is shown in **Table 1.37**. This presents the results in terms of overall route preference for the Southern Section.

1.8.7 Landscape

Table 1.35: Summary assessment of landscape for Southern Section

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
Likely number of significant impacts on <u>landscape character areas</u>	0	2	1	1	0
Likely number of significant impacts on landscape element of national importance	1	0	0	0	1
Likely number of significant impacts on landscape element of regional importance	0	0	0	0	0
Likely number of significant impacts on landscape element of local importance	0	0	1	1	0
<u>Landscape</u> Qualitative Assessment	Moderately negative	Major or highly negative	Major or highly negative	Major or highly negative	Moderately negative

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
Landscape Score / Impact Level	2	1	1	1	2
Landscape Preference	Preferred	Intermediate	Intermediate	Intermediate	Preferred

Effects on the landscape character of an area are generally of greater geographical extent and greater consequence than effects on the individual landscape features and elements that contribute to that character. Thus, effects on identified LCA's are given greater weighting than effects on individual elements. Corridor Options 1 (South) and 5 (South) are unlikely to result in any significant impact on landscape character but may produce a significant impact on the Landscape Element 'Glen of the Downs Nature Reserve' and this is considered to be of national importance because of its Very High sensitivity status. The cyan off-line corridor segment of Corridor Option 2 (South) passes the Glen of the Downs to the west passing briefly through two different LCA's. The off-line corridor segments of Corridor Options 3 (South) and 4 (South) pass the Glen of the Downs to the east but only pass through one LCA however, at a macro level, these both have broadly similar lengths of new road as Corridor Option 2 (although at a micro level, cyan is longer the difference is not a distinguishing factor from a landscape perspective). In terms of landscape elements, the off-line corridor segments of Corridor Options 3 (South) and 4 (South) impact trees identified for protection in the local area plan for Delgany making them slightly less attractive than Corridor Option 2 (South).

1.8.8 Visual

Table 1.36: Summary assessment of visual for Southern Section

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
Likely number of significant impacts on visual receptor of national importance	0	0	0	0	0
Likely number of significant impacts on visual receptor	0	1	0	0	0

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
of regional importance					
Likely number of significant impacts on visual receptor of local importance	0	0	3	4	0
<u>Visual</u> Qualitative Assessment	Not Significant or neutral	Minor or slightly negative	Moderately negative	Moderately negative	Not Significant or neutral
<u>Visual</u> Score / Impact Level	4	3	2	2	4
<u>Visual</u> Preference	Preferred	Intermediate	Least Preferred	Least Preferred	Preferred

Corridor Options 1 (South) and 5 (South), being on-line, are unlikely to produce any significant new visual impacts. The cyan off-line corridor segment of Corridor Option 2 (South) could result in a significant visual impact at Views of Special Amenity Value or Special Interest (Number 9) which is considered regionally important as it is a designation for the Wicklow County Development Plan and is visited by people from beyond the county. The off-line corridor segments of Corridor Options 3 (South) and 4 (South) interact with multiple visual receptors of local value and on balance are deemed to be *moderately negative* while the single regional impact of Corridor Option 2 (South) is judged to be overall *minor or slightly negative*.

1.8.9 Combined landscape and visual – Southern Section

Table 1.37: Combined summary assessment table of landscape and visual for Southern Section

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
Combined Qualitative Assessment	Moderately negative	Major or highly negative	Major or highly negative	Major or highly negative	Moderately negative

Assessment Criteria	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 3 (South)	Corridor Option 4 (South)	Corridor Option 5 (South)
Combined Score / Impact Level	2	1	1	1	2
Combined Preference	Preferred	Intermediate	Least Preferred	Least Preferred	Preferred

The overall corridor option preference, from combining the results of both the landscape impact and visual impact tables shows clear similarities between the preferences for Corridor Options 1 (South) and 5 (South) for both landscape and visual factors. This is largely because these corridor options are predominantly on-line where landscape character and visual amenity is already strongly influenced by the existing N11/M11 corridor.

1.9 References

Design Manual for Roads and Bridges Volume 11, Section 3 for Stage Two Assessment (UK DMRB, 1994) Available from:
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Environmental Protection Agency (EPA), Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, Draft 2017. Available from: <https://www.epa.ie/publications/monitoring--assessment/assessment/draft-guidelines-on-the-information-to-be-contained-in-environmental-impact-asse.php>

Landscape Institute and the Institute of Environmental Management and Assessment (eds.) (2013) Guidelines for Landscape and Visual Impact Assessment. Routledge, Oxon. Available from: <http://bailey.persona-pi.com/Public-Inquiries/A465-English/10%20-%20Landscape%20and%20Visual%20Impact/10.2.8%20-%20IEMA%202013%20Guidelines%20for%20Landscape%20and%20Visual%20Impact%20Assessment.pdf>

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