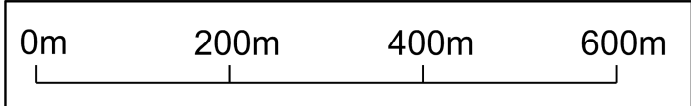
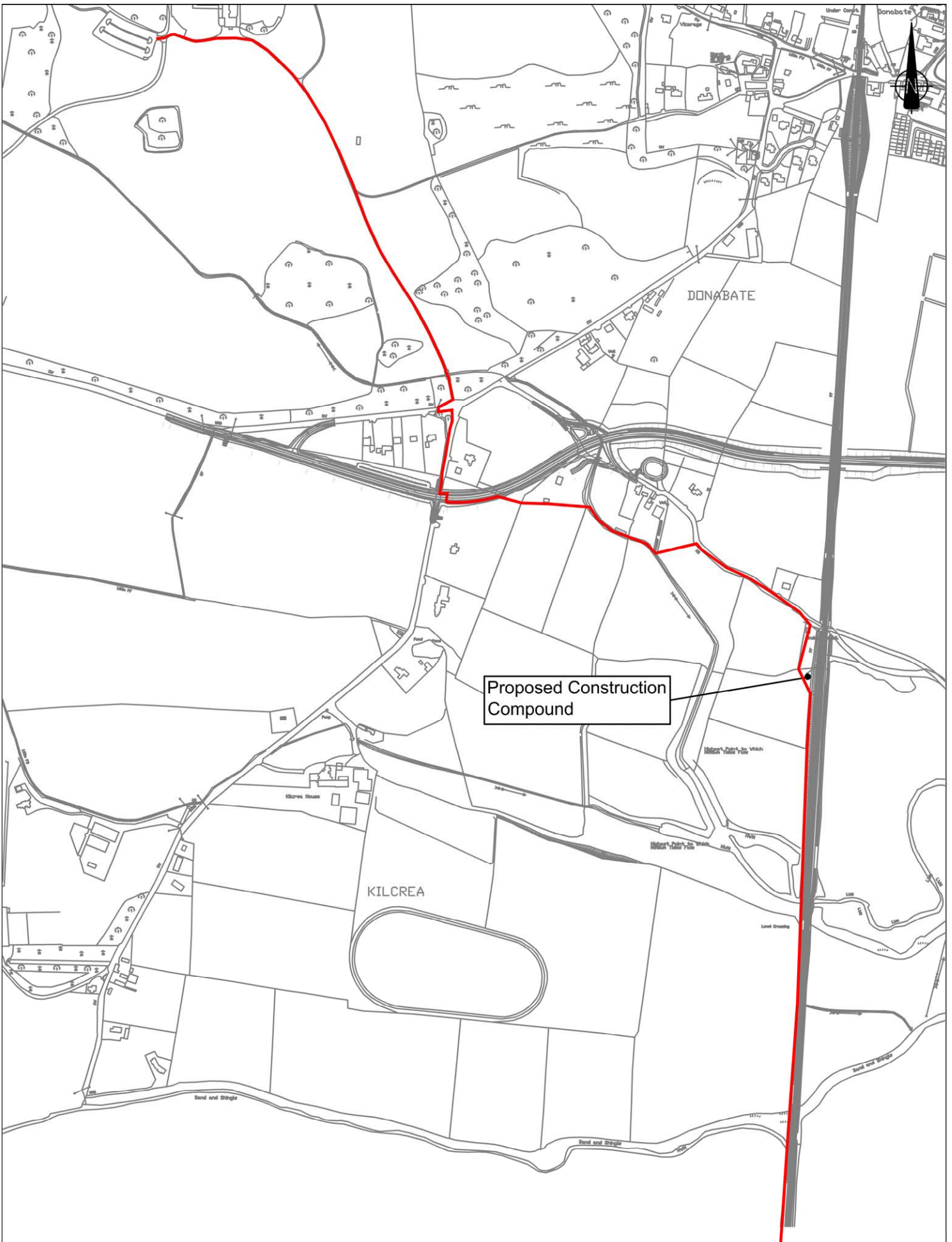


Section 4

Proposed Construction Compound

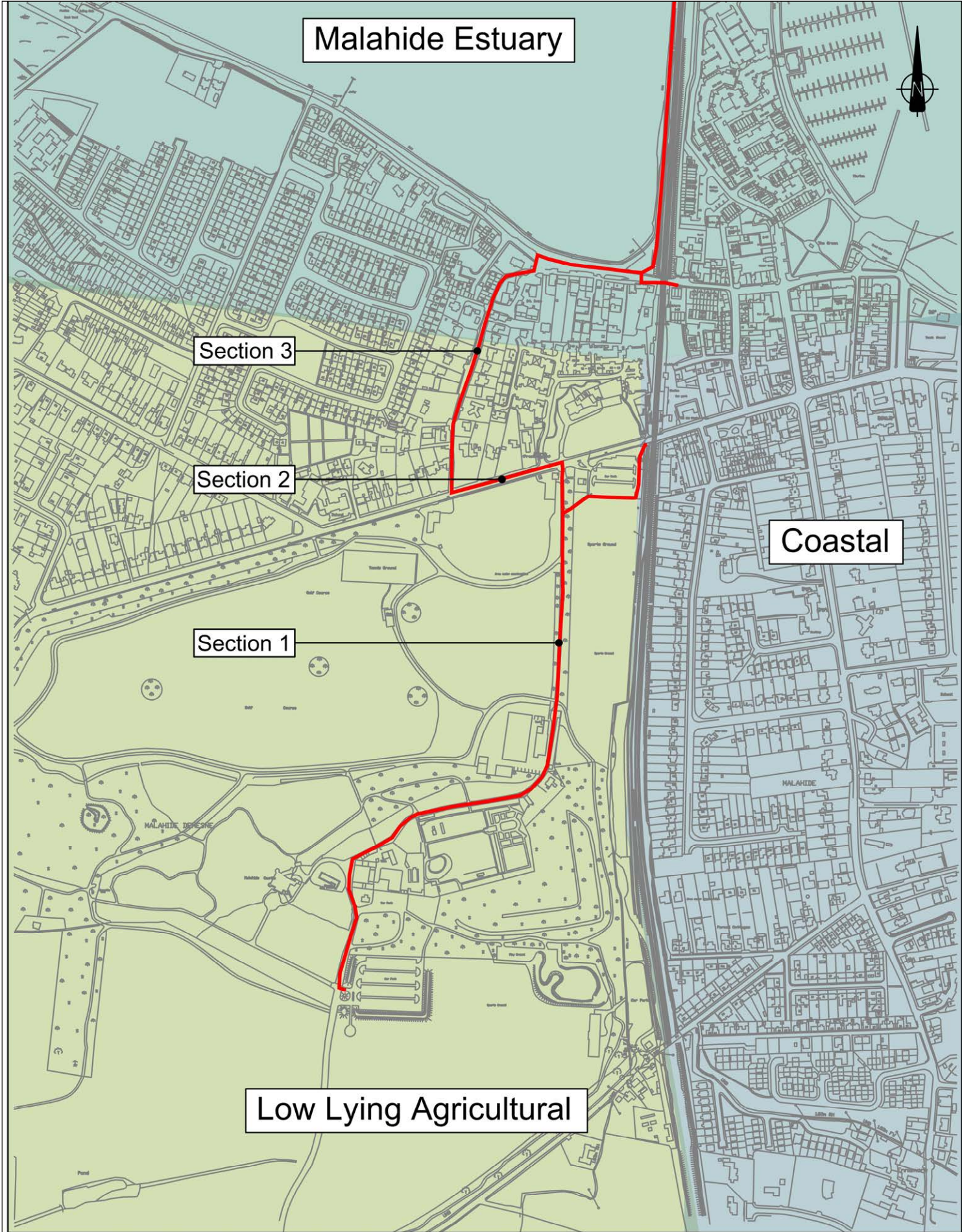


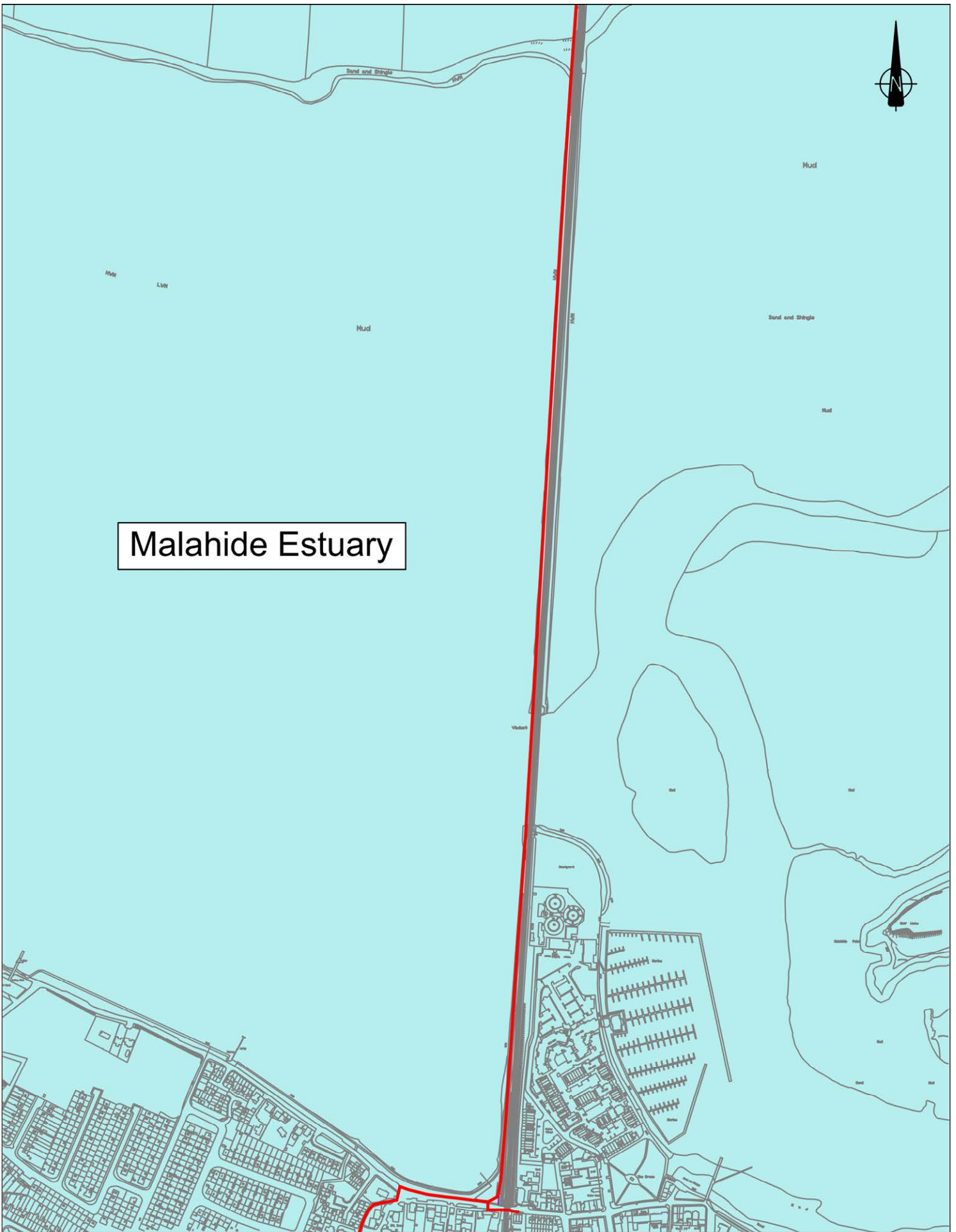


Proposed Construction Compound

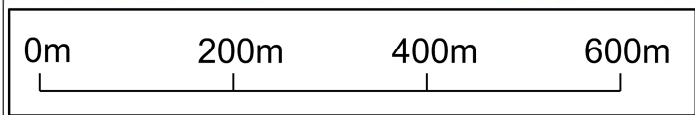




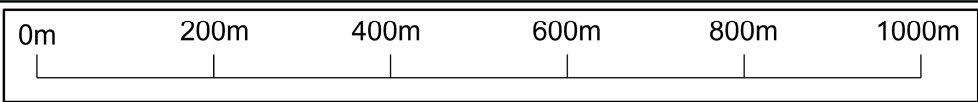


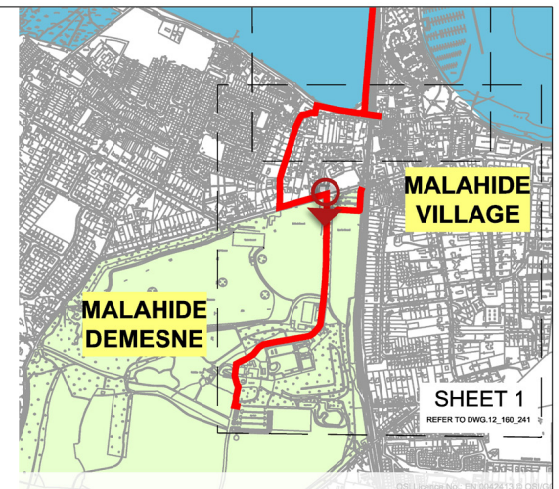


Malahide Estuary









Viewpoint Location Plan

<b>Viewpoint Location</b>	The main gates of Malahide demesne on the northern side of the Malahide to Dublin Road.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	8m

## LANDSCAPE AND VISUAL ASSESSMENT

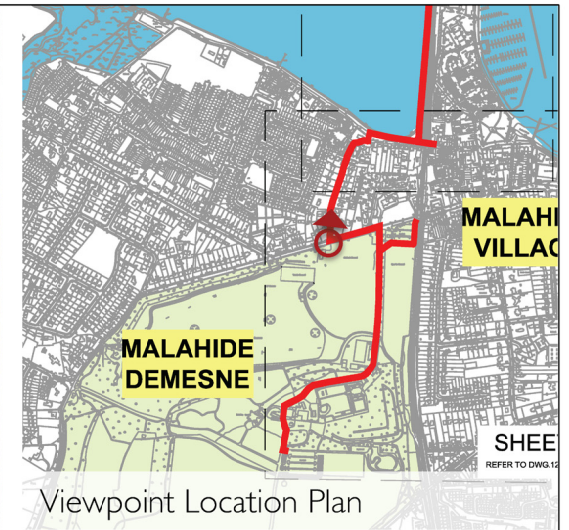
### VIEWPOINT I

<b>View Description</b>	View southwards through the park gates and along the main park drive to the castle from the town. The demesne gatehouse/lodge is to the right of the gates. The image shows the tarmacadam surfacing and lighting prevalent within the demesne. To the right of the drive the mature tree avenue is typical of the landscape.
<b>View during Construction</b>	Minor activity would be required to introduce signage for wayfinding and white lining to delineate the greenway. These operations are not intrusive and of short term duration.
<b>View on Completion</b>	The signage and white lining could have the effect of increasing the sense of a public road landscape on the historic demesne. Increased use of the greenway would be noticeable, particularly the increase in bicycle traffic. However, this effect would be in keeping with the use of the demesne as a public park.
<b>Mitigation Measures</b>	The new signage should avoid a further proliferation of poles and supports by making use of existing infrastructure where possible. White lining should be scaled to the widths of the drives and footpaths.
<b>Status of Effects</b>	Construction activity would be temporary in nature. Operational effects would be long-term, but are easily reversible.
<b>Magnitude of Effects</b>	Low - changes would be appropriate to the scale and character of the demesne and use as a public recreation facility.

<b>Viewpoint Sensitivity</b>	High - the demesne is of recognised landscape value and protected.
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### Visual Impact Assessment

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Neutral



<b>Viewpoint Location</b>	South of the main Malahide to Dublin Road opposite O'Hanlon's Lane
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

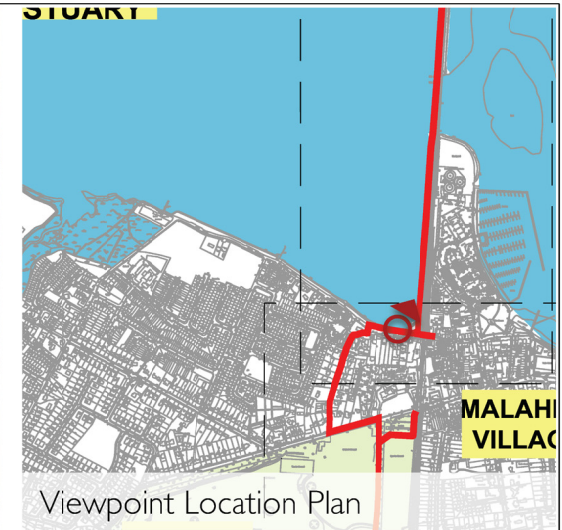
**LANDSCAPE AND VISUAL ASSESSMENT** **VIEWPOINT 2**

<b>View Description</b>	Northwards from the R106 Dublin Road along the narrow and winding O'Hanlon's Lane, the proposed route of the greenway between the park and the estuary. The lane is bounded by residential properties and screened by hedges and fences.
<b>View during Construction</b>	Within such a narrow corridor, any works would be readily apparent and intrusive. The nature of the works are, however, minor along the lane.
<b>View on Completion</b>	Additional way marking signage and white lining would be evident, as well as an increase in pedestrian and cycle movements. Such activity would be in keeping with the use and character of the lane.
<b>Mitigation Measures</b>	The new signage should avoid a further proliferation of poles and supports by making use of existing infrastructure where possible. White lining should be scaled to the widths of the drives and footpaths.
<b>Status of Effects</b>	Construction effects would be temporary and short term. Operational effects would be long term, but reversible.
<b>Magnitude of Effects</b>	Negligible - minor alteration to the baseline landscape and effects would not be uncharacteristic of the environment.

<b>Viewpoint Sensitivity</b>	Medium - residential receptors would mostly be screened behind existing boundaries. Other receptors would be travelling through the area.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight neutral



<b>Viewpoint Location</b>	On the southern edge of the estuary at Bissets Strand.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

**LANDSCAPE AND VISUAL ASSESSMENT**

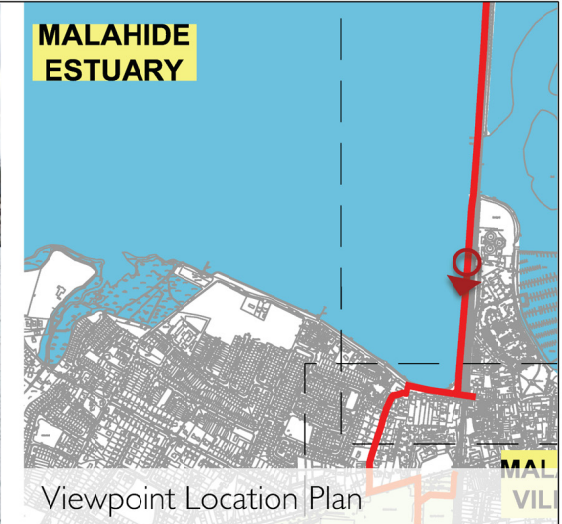
**VIEWPOINT 3**

<b>View Description</b>	View northeastward across the corner of the inner estuary along the line of the causeway (a train apparent to the top of the causeway). The residential properties and apartments in Marina Village are visible above the causeway, with views over the inner estuary. Kilcrea townlands are apparent on the northern shore to the left.
<b>View during Construction</b>	Any activity on the causeway would be highly visible from a wide area. Engineering works on the causeway are not uncommon and activity would not be incongruous.
<b>View on Completion</b>	The works would result in a positive visual effect to the causeway with the removal of the palisade fencing to the yard, completion of the weir bridge and screening wall. The effects of the proposed lighting on the causeway would be clearly visible from the southern shore, but would be in keeping with the character of the rail embankment.
<b>Mitigation Measures</b>	The construction of a well detailed, waist-high stone screening wall along the route would delineate the line of the greenway.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Low - alterations to the existing landscape and introduction of new elements and features would not be considered uncharacteristic of the environment.

<b>Viewpoint Sensitivity</b>	High - views across the estuary from the southern shore are protected.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Moderate positive



<b>Viewpoint Location</b>	On the railway causeway north of Bissets Strand and south of the weir.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

**LANDSCAPE AND VISUAL ASSESSMENT**

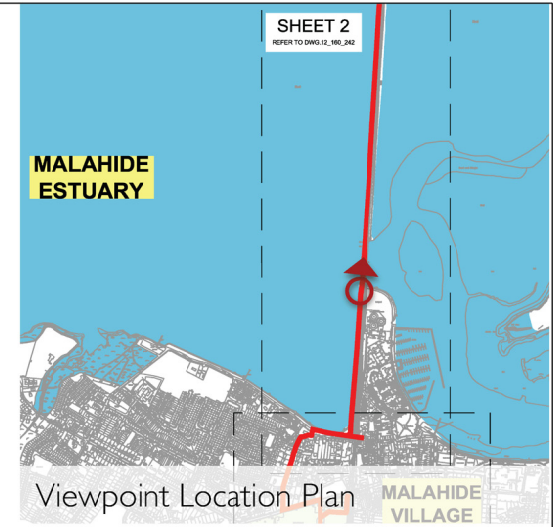
**VIEWPOINT 4**

<b>View Description</b>	View southward along the existing maintenance track on the causeway towards Malahide and Bissets Strand. This is the proposed route of the greenway. The spire of St Sylvester's church is visible to the left. The car parking along Bissets Strand is also apparent.
<b>View during Construction</b>	This view would not be obtained from this location during construction, as the causeway would remain closed to the public.
<b>View on Completion</b>	A waist-high stone screen wall would be constructed to the right of the greenway and the alignment re-surfaced. Little visible change would be apparent to Bissets Strand, although the extent of parked cars would be increased with the enhanced provision. The effects of the proposed lighting on the causeway would be clearly visible from this viewpoint, but would be in keeping with the character of the rail embankment and read against the urban backdrop of the town.
<b>Mitigation Measures</b>	The construction of a well detailed, waist-high stone screening wall along the route would delineate the line of the greenway.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Not applicable as no publicly accessible views are currently enjoyed from this viewpoint.

<b>Viewpoint Sensitivity</b>	High - the receptors are likely to be users of recreational facilities focussed on the landscape, or the local community who place a high value on the views.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	N/A
<b>Residual during Operation</b>	Moderate positive.



<b>Viewpoint Location</b>	On the railway causeway, immediately south of the weir.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

**LANDSCAPE AND VISUAL ASSESSMENT VIEWPOINT 5**

<b>View Description</b>	Northwards from the railway embankment maintenance track with the fields of Kilcrea Townlands visible ahead on the northern shore. The abutments to the proposed greenway bridge are to the right. The dramatic effects of the water coursing between the two parts of the estuary through the weir are apparent.
<b>View during Construction</b>	This view would not be obtained from this location during construction, as the causeway would remain closed to the public.
<b>View on Completion</b>	The maintenance track would be improved to form the greenway with a waist-high stone wall to the left. Views would be retained of the weir by the use of railings. The bridge would be completed to the right. The effects of the proposed lighting on the causeway would be clearly visible from this viewpoint, but would be in keeping with the engineered character of the rail embankment and railway infrastructure.
<b>Mitigation Measures</b>	The quality of robust detailing to the walls, railings and surfaces would enable the greenway to sit comfortably within the exposed estuarine environment.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Not applicable as no publicly accessible views are currently enjoyed from this viewpoint.

<b>Viewpoint Sensitivity</b>	High - the receptors are likely to be users of recreational facilities focussed on the landscape, or the local community who place a high value on the views.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	N/A
<b>Residual during Operation</b>	Moderate positive.



<b>Viewpoint Location</b>	The fields within Kilcrea Townland, to the south of the ridgeline.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	10m

**LANDSCAPE AND VISUAL ASSESSMENT**

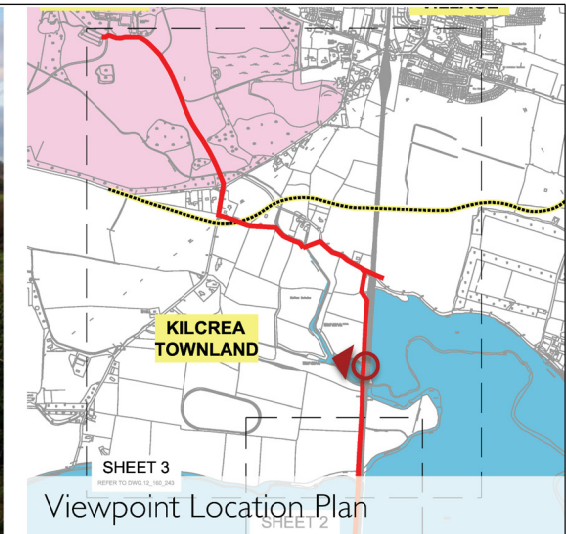
**VIEWPOINT 6**

<b>View Description</b>	Looking southward down the slope from the ridgeline towards the inner estuary, the causeway and Malahide in the distance. St Sylvester's Church is visible on the skyline. This viewpoint not currently available to the wider public as away from recognised footpaths, within farmland.
<b>View during Construction</b>	A view not widely available during construction, as located within farmland. Construction of the route follows established boundaries and field patterns.
<b>View on Completion</b>	The greenway would bring people into a new area and through sensitive design would open up new views of the countryside around the estuary. The works would be in keeping with the character and visual aspects of the existing landscape. The effects of the proposed lighting on the greenway in the foreground would be clearly visible and a new element within the landscape character zone, although similar in nature to the lights of a passing train. The lights and their illumination would be heavily screened once the new hedging to the greenway has established.
<b>Mitigation Measures</b>	The establishment of hedgerow planting alongside the greenway would quickly integrate the greenway into the receiving landscape.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Low - the construction of the greenway would not be considered uncharacteristic when set within the context of the receiving landscape.

<b>Viewpoint Sensitivity</b>	High - the receptors would be users of the greenway, focussed on the landscape and quality of the views. The landscape to the north of the estuary is designated a Highly Sensitive Landscape.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial



<b>Viewpoint Location</b>	Railway embankment above River Pill conduit beneath railway.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	10m

**LANDSCAPE AND VISUAL ASSESSMENT VIEWPOINT 7**

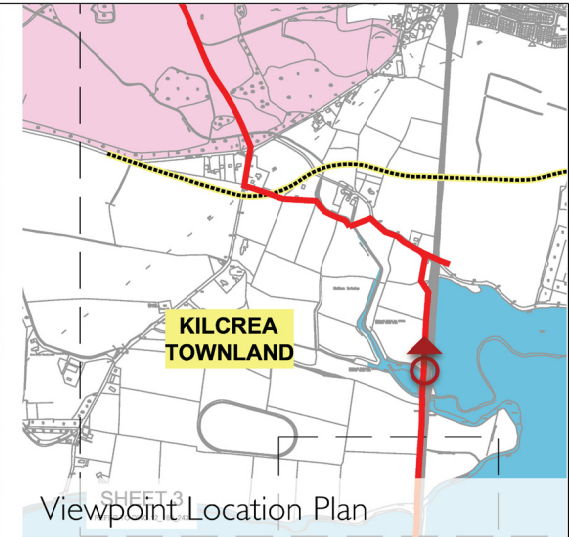
<b>View Description</b>	Westward along the line of the River Pill through the low-lying farmland. The green fields on the northern slopes of the ridge screening the estuary from the area to the north are visible to the centre.
<b>View during Construction</b>	The construction of the alignment will require the removal of vegetation to either side of the river and the introduction of a new bridge. Lighting in the evenings and night would be visible from the surrounding roads and properties.
<b>View on Completion</b>	The new bridge and footpath would quickly integrate into the receiving landscape, opening up new and attractive vistas. The alignment follows the existing embankment and would remain concealed from residential properties. Users would bring new movement into the landscape and the lighting would introduce a new urbanising effect.
<b>Mitigation Measures</b>	The construction of the bridges and ramps off-site would reduce visual impact of works on site.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Medium - the construction of the greenway would not be considered substantially uncharacteristic when set within the context of the receiving landscape, however the proposed lighting would lead to a minor change in character, that would be dramatically reduced once the screening vegetation matures.

<b>Viewpoint Sensitivity</b>	High - the receptors would be users of the greenway, focussed on the landscape and quality of the views. The landscape to the north of the estuary is designated a Highly Sensitive Landscape.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial





<b>Viewpoint Location</b>	On the service track west of the railway embankment and north of the River Pill.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

## LANDSCAPE AND VISUAL ASSESSMENT

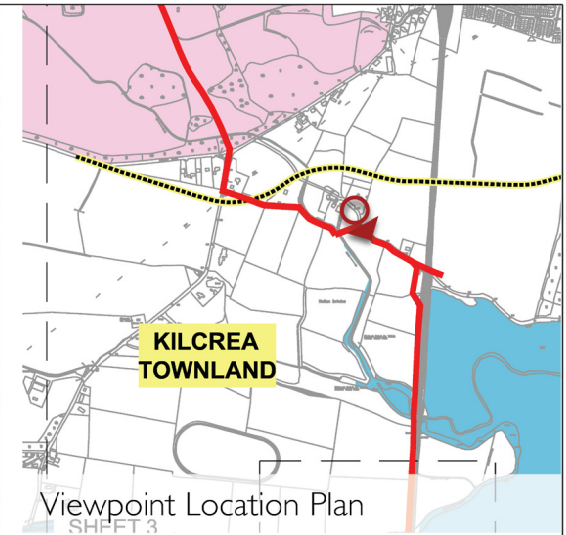
### VIEWPOINT 8

<b>View Description</b>	View northward along the railway service track towards Corballis Cottages. The hedgerow vegetation on the railway embankment is apparent to the right alongside the ditch course, with the damp and flooded pasture alongside the River Pill visible to the left.
<b>View during Construction</b>	Resurfacing works and construction activity would be apparent along the line of the track, but this area is not currently heavily visited by the public.
<b>View on Completion</b>	The nature of the greenway is not dissimilar to the existing service track and, in closely following the existing field pattern, would sit comfortably within the landscape. Lighting would bring a more urban character, but extending that of the residential properties to the north, and reduced in the medium term as the new planting becomes established.
<b>Mitigation Measures</b>	The establishment of hedgerow planting alongside the greenway would quickly integrate the greenway into the receiving landscape.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Low - the construction of the greenway would not be considered uncharacteristic when set within the context of the receiving landscape.

<b>Viewpoint Sensitivity</b>	High - the receptors would be users of the greenway, focussed on the landscape and quality of the views. The landscape to the north of the estuary is designated a Highly Sensitive Landscape.
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### Visual Impact Assessment

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial



<b>Viewpoint Location</b>	Corballis Cottages south and east of the farm complex.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	40m

## LANDSCAPE AND VISUAL ASSESSMENT

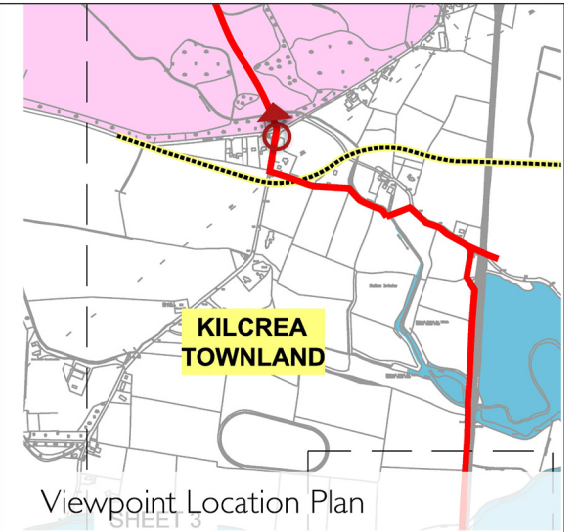
### VIEWPOINT 9

<b>View Description</b>	Corballis Cottages road winds southwards towards the residential property adjacent to the railway embankment. The hills to the south of the estuary are visible on the skyline. At the apex of the second bend, the route would leave the road to strike westwards across the fields, resulting in the loss of a short length of hedgerow.
<b>View during Construction</b>	Being adjacent to the road, construction works would be readily visible, but not overlooked by residential properties. The loss of hedgerows would be negligible.
<b>View on Completion</b>	Users of the greenway would be visible from the road and would introduce new movement crossing the fields. The proposed lighting would extend the urban character of the residential properties, however the effects of the lighting would be greatly reduced with the establishment of the new hedgerow vegetation.
<b>Mitigation Measures</b>	The establishment of hedgerow planting alongside the greenway would quickly integrate the greenway into the receiving landscape.
<b>Status of Effects</b>	With the exception of the short length of hedgerow that would be lost, construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Low - the construction of the greenway would not be considered uncharacteristic when set within the context of the receiving landscape.

<b>Viewpoint Sensitivity</b>	High - the receptors would be users of the greenway, focussed on the landscape and quality of the views, but also people using the road for travel and transport, who may not be focussed on the landscape. The landscape to the north of the estuary, however, is designated a Highly Sensitive Landscape.
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### Visual Impact Assessment

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial



<b>Viewpoint Location</b>	South of the R126 and the Kilcrea Gates to Newbridge demesne at the junction with Kilcrea Road.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

## LANDSCAPE AND VISUAL ASSESSMENT

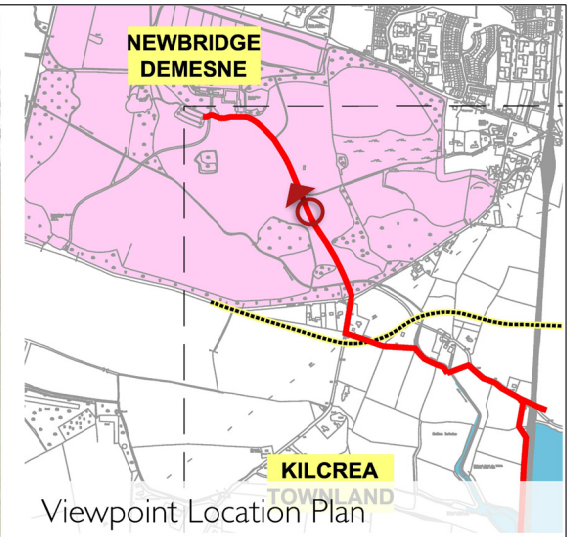
### VIEWPOINT 10

<b>View Description</b>	Looking northwards across the R126 from the junction with Kilcrea road towards the cut stone gates of Newbridge demesne. The boundary wall and perimeter woodland are visible to either side of the gates. The greenway is proposed to enter the demesne through the gates.
<b>View during Construction</b>	A new controlled crossing would be required in traversing the R126. Included with this will be relaying of kerbs and resurfacing of pavements to the north of the road around the gates. Woodland management to tidy the perimeter planting would be undertaken.
<b>View on Completion</b>	The new controlled crossing and associated signage would introduce new roads infrastructure into the settings of the demesne gates, but the new pavements and works to the planting boundary would enhance the appearance of the gateway. Bringing the gates back into regular use would also create a positive visual effect.
<b>Mitigation Measures</b>	Good management of the works and the detailed location of the crossing away from the immediate frontage of the gates would minimise negative impacts.
<b>Status of Effects</b>	Construction effects would be short-term and temporary. Operational effects would be long-term and permanent.
<b>Magnitude of Effects</b>	Low - activity and introduction of roads infrastructure would not be considered uncharacteristic when set within the context of the baseline roads landscape.

<b>Viewpoint Sensitivity</b>	Medium/high - a number of receptors would be users of the greenway focussed on the landscape and quality of the views, but the majority would be people using the road for travel and transport, who may not be focussed on the landscape. The demesne gates are, however, protected structures.
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### Visual Impact Assessment

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial



<b>Viewpoint Location</b>	On the main drive to Newbridge House, within the demesne.
<b>Height AOD (approx)</b>	
<b>Distance from Route</b>	0m

**LANDSCAPE AND VISUAL ASSESSMENT**

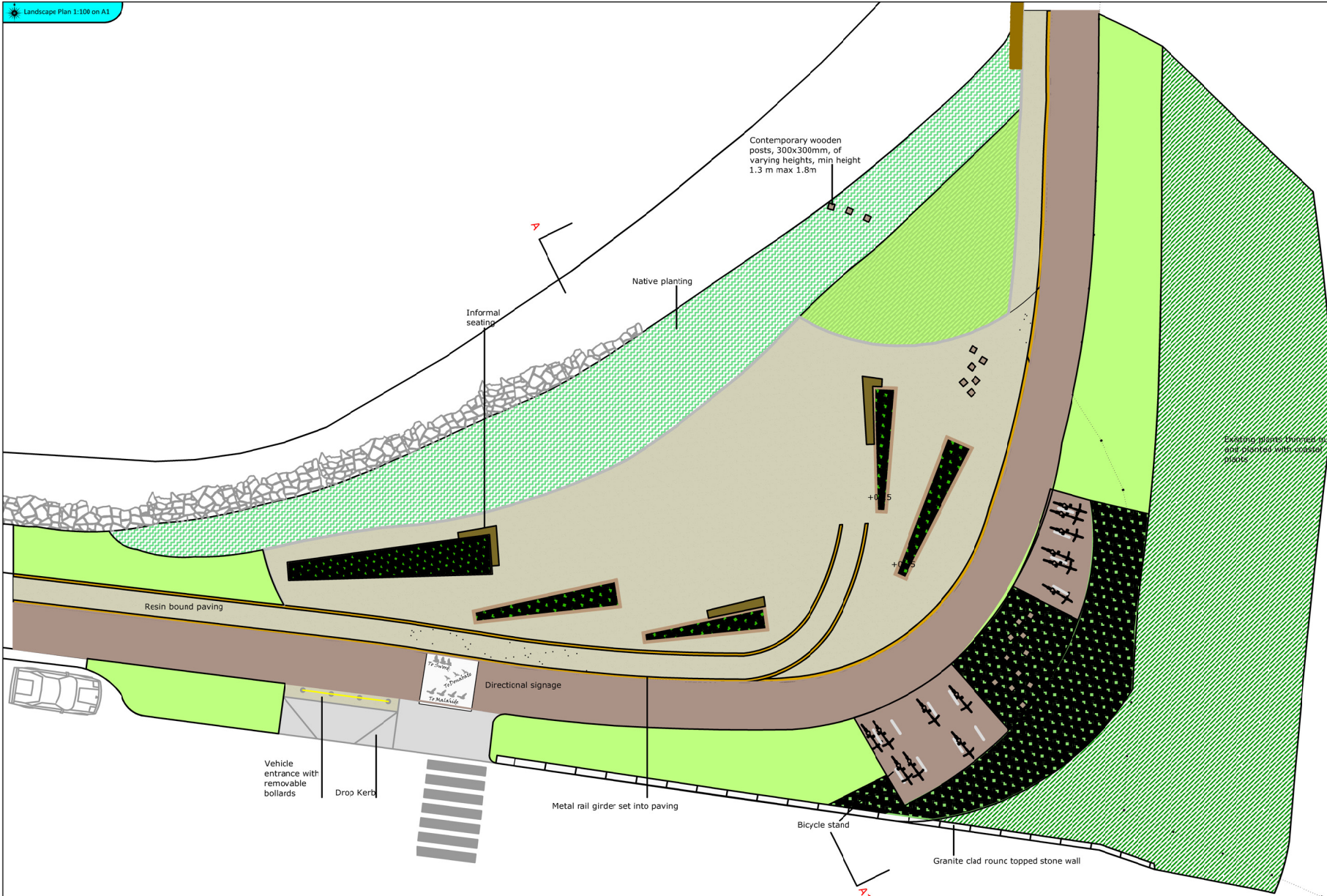
**VIEWPOINT 11**

<b>View Description</b>	View northward across the parkland landscape towards Newbridge House. The existing path leading to the house would be used by the greenway. The path heading off to the right is the connection to Donabate.
<b>View during Construction</b>	No works would be required within the foreground to this view. Distant works in front of the house would be apparent in resurfacing the path to match the gravelled area to the frontage.
<b>View on Completion</b>	With the exception of an increase in use by cyclists and pedestrians no change in the view would be apparent.
<b>Mitigation Measures</b>	None required.
<b>Status of Effects</b>	N/A
<b>Magnitude of Effects</b>	Negligible/no change.

<b>Viewpoint Sensitivity</b>	High - the demesne is a protected landscape of recognised value.
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**Visual Impact Assessment**

<b>Short term during Construction</b>	Slight negative
<b>Residual during Operation</b>	Slight beneficial

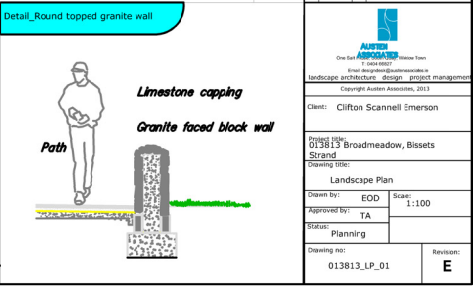
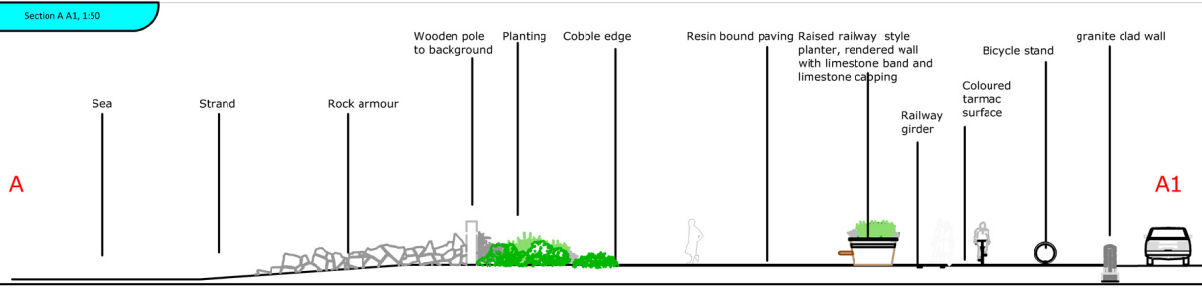
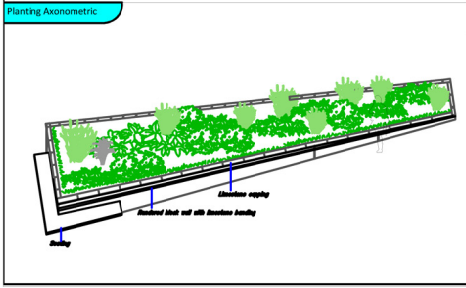


- Ornamental planting with perennials and shrubs using plants such as Nepes x Franciscana Blue Gem, Dianus nummularifolia, Agapanthus coronatus, Artemisia arbuscula and Eringium x alvolum
- Native planting using plants such as Arenaria maritima, Conostachys ephebraea and Tripurospermum maritimum
- Maritime shrub planting using plants such as Calceolaria arbuscula, Fuchsia, Agave Roseum, Hydrangea macrophylla and Spartium junceum
- Grass lawn
- Wild Grasses
- Coloured tarmac
- Resin bound paving, beige
- Double row of asphalt sets
- Metal rail girder set into paving
- Raised planter with seating, planter is finished with a rendered block wall with limestone banding and limestone capping
- Wooden post of varying heights, min 1.3 to max 1.8m, 300x300mm square
- Bicycle stand, stainless steel brushed finish, 849 (D) x 788mm
- Poured concrete paving with etched signs
- Wall clad in granite rubble with round top, height 1.2m



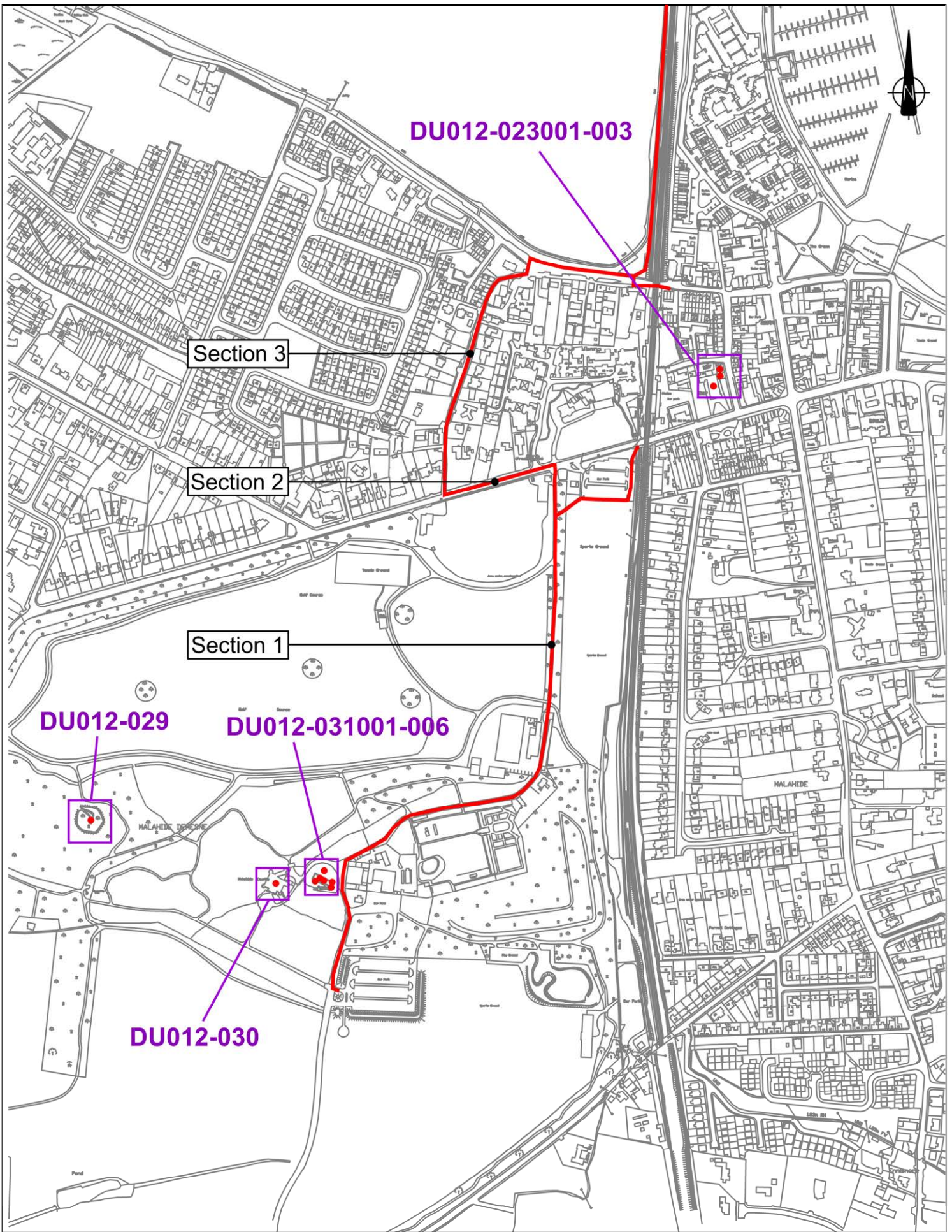
**Broadmeadow Way EIA:**  
**Figure 21**

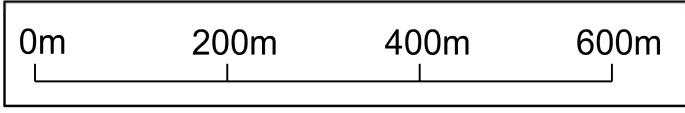
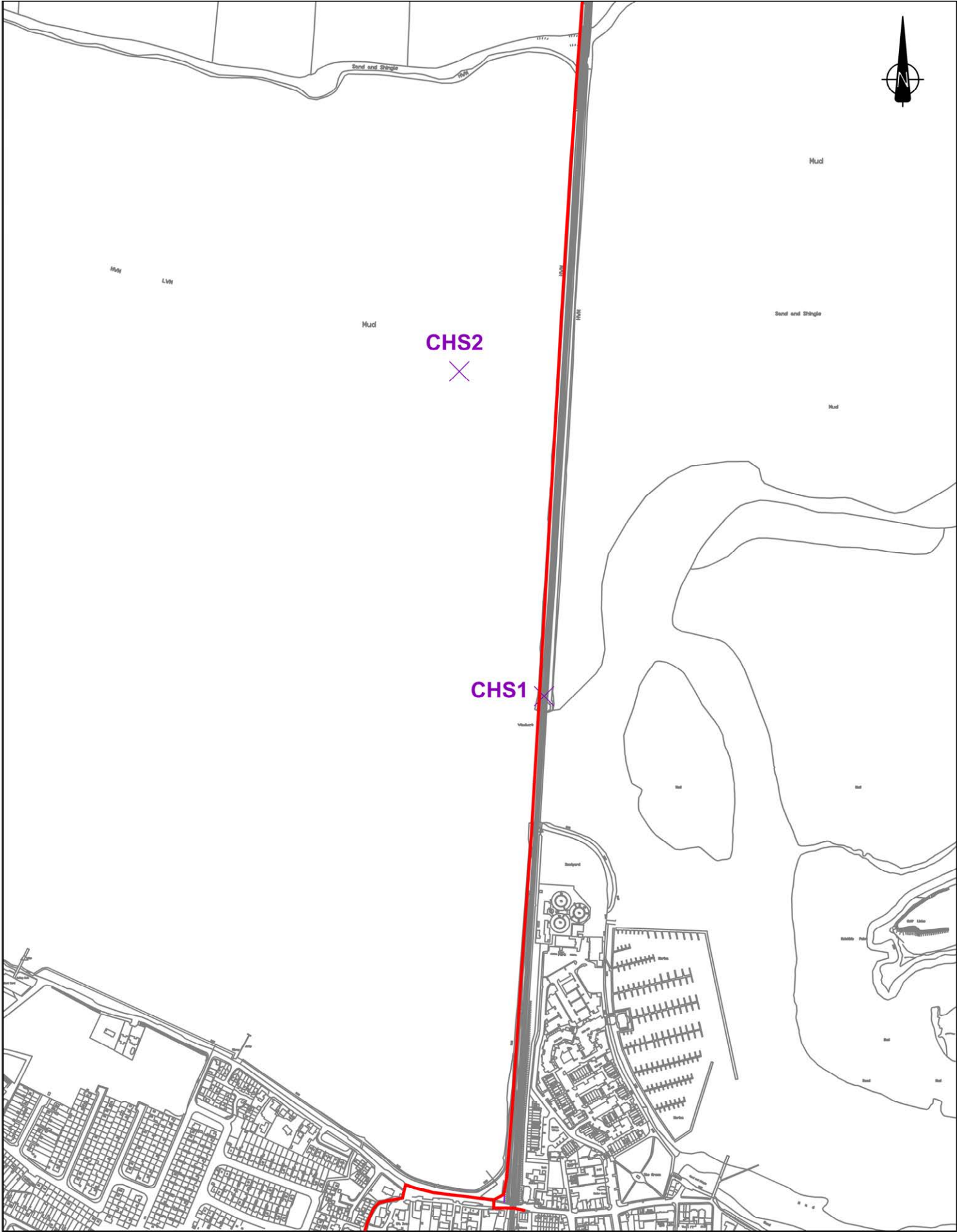
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Client:	Clifton Scannell Emerson
Project Name:	013813 Broadmeadow, Bissets Strand
Project Location:	Broadmeadow, Bissets Strand
Project Start:	2013
Project End:	2014



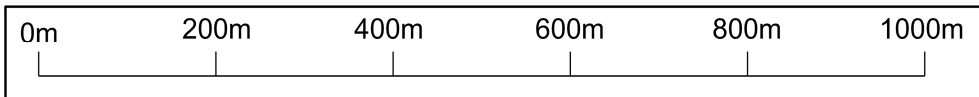
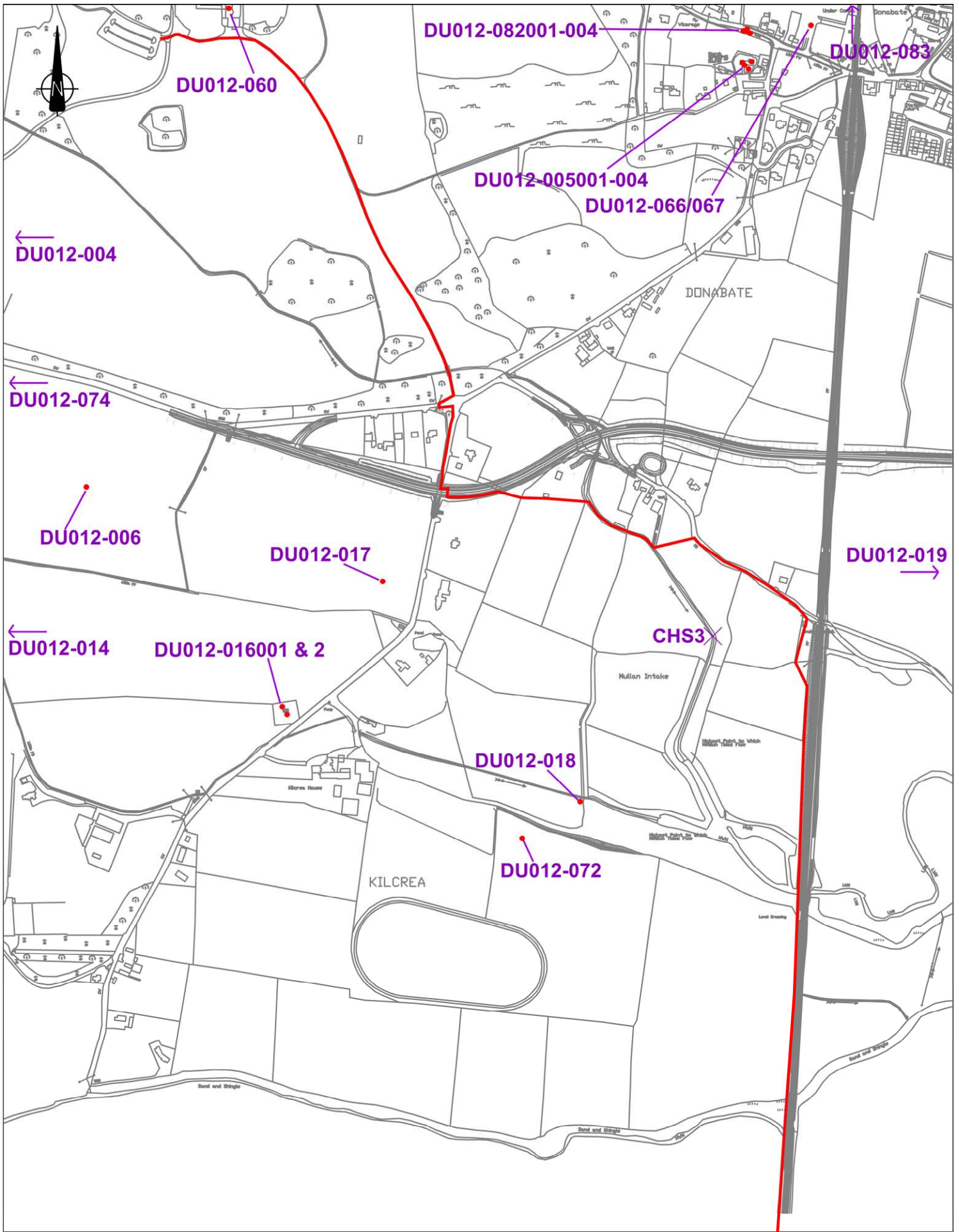
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Project Name:	013813 Broadmeadow, Bissets Strand
Project Location:	Broadmeadow, Bissets Strand
Project Start:	2013
Project End:	2014
Project Title:	Landscape Plan
Drawn by:	EOD
Scale:	1:100
Approved by:	TA
Status:	Planning
Drawing no.:	013813_LP_01
Revision:	E

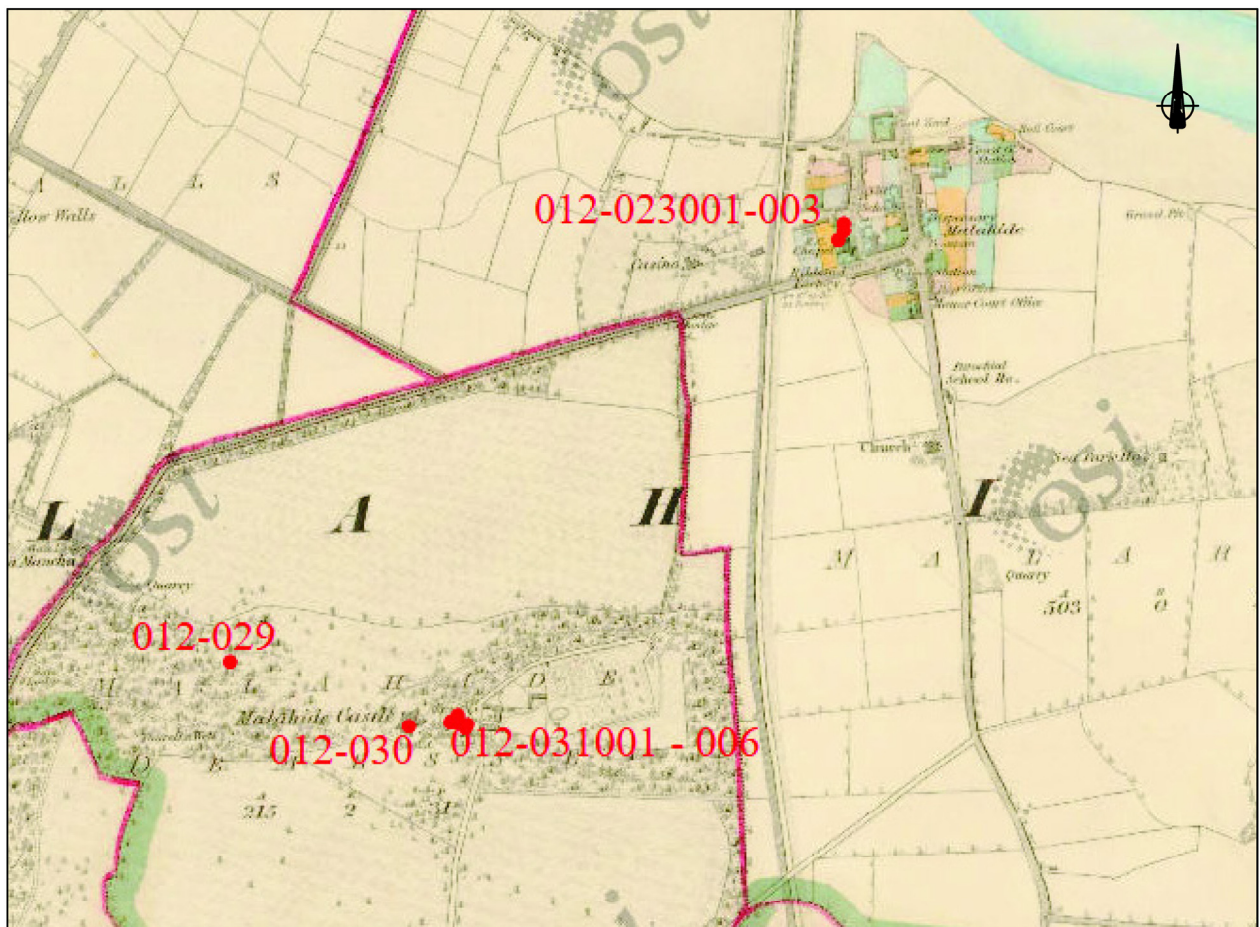
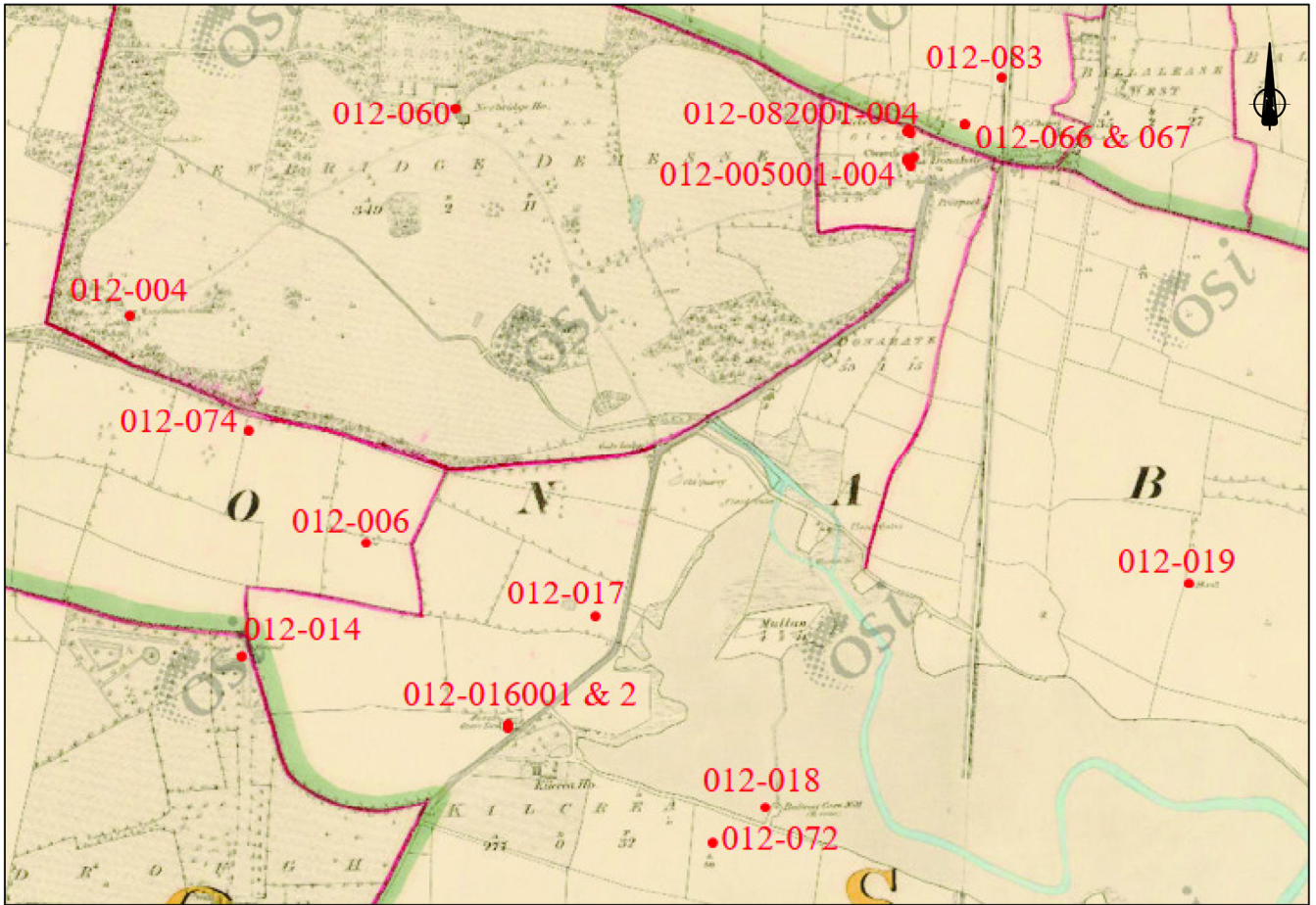


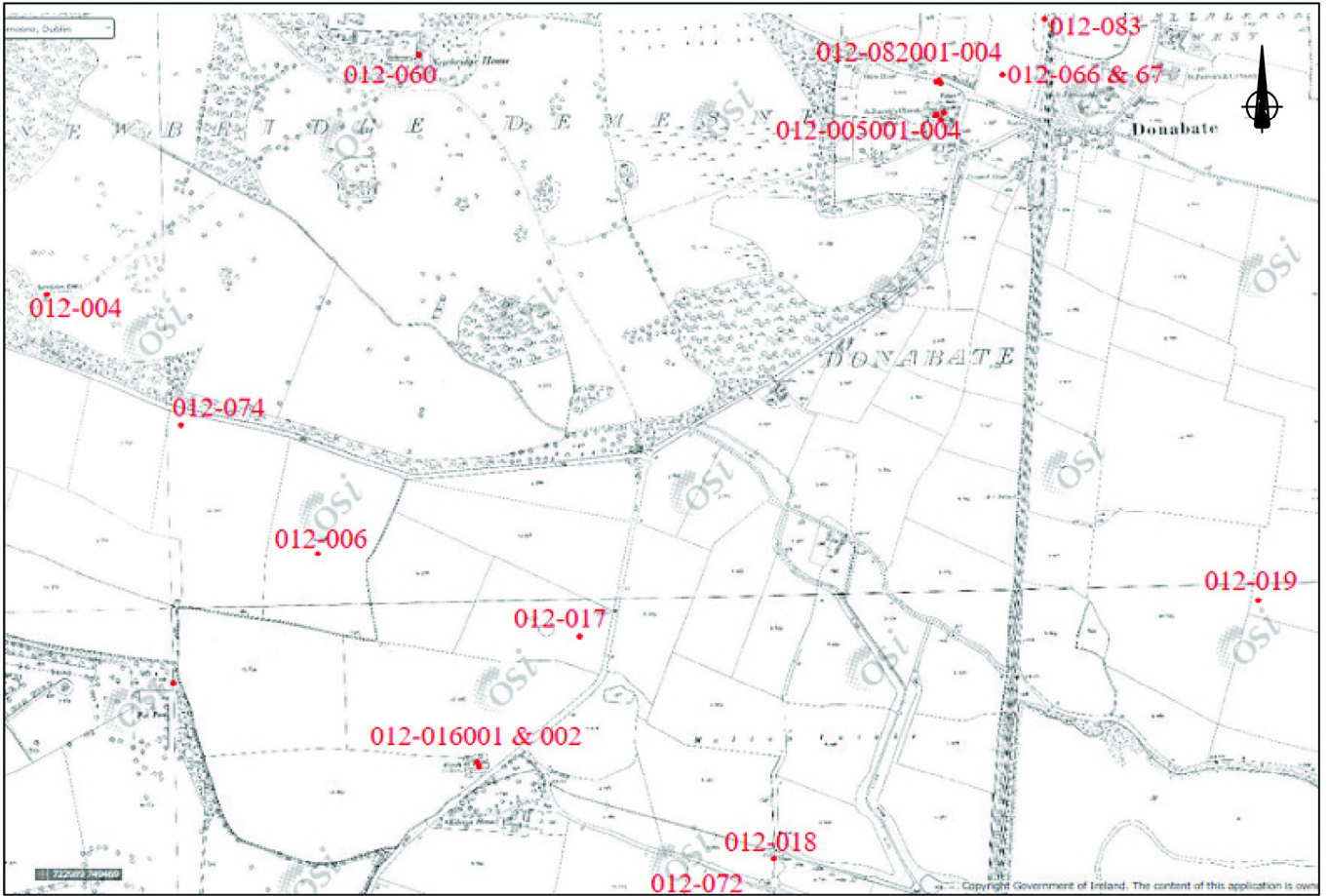


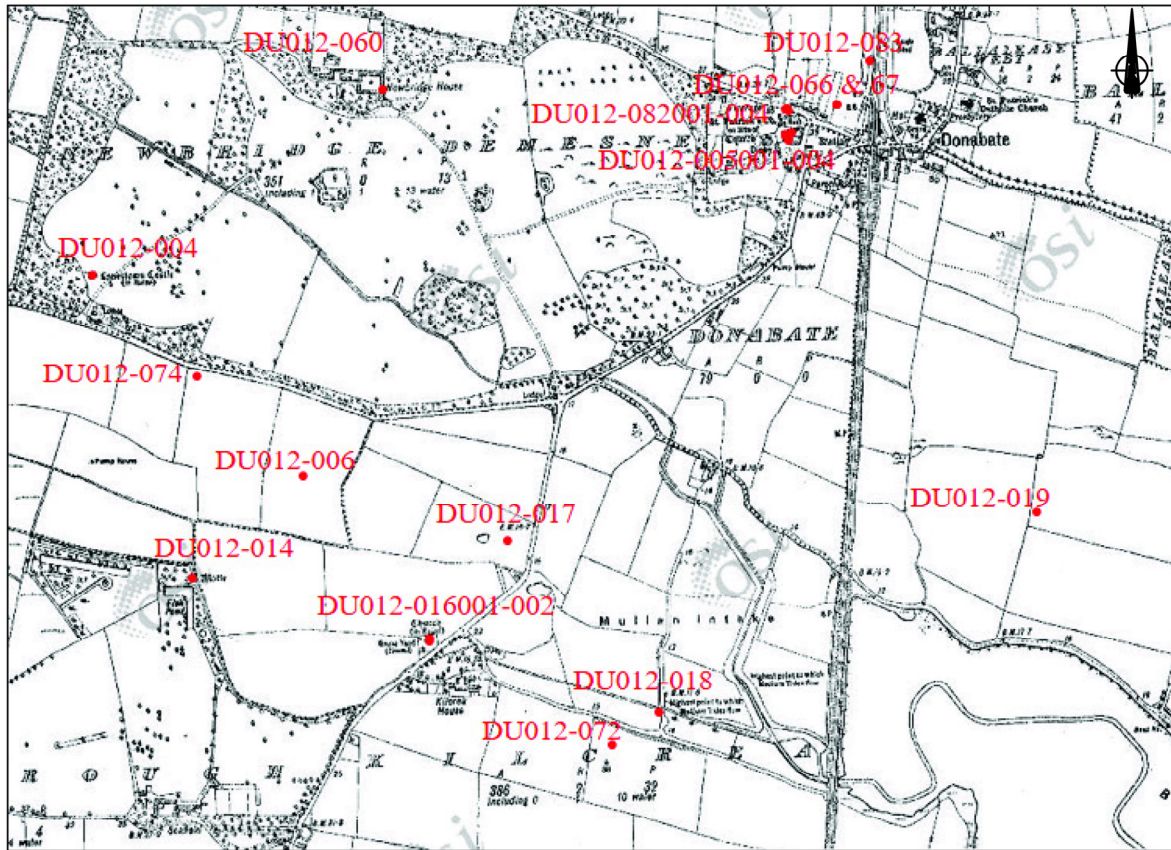


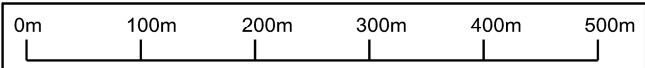
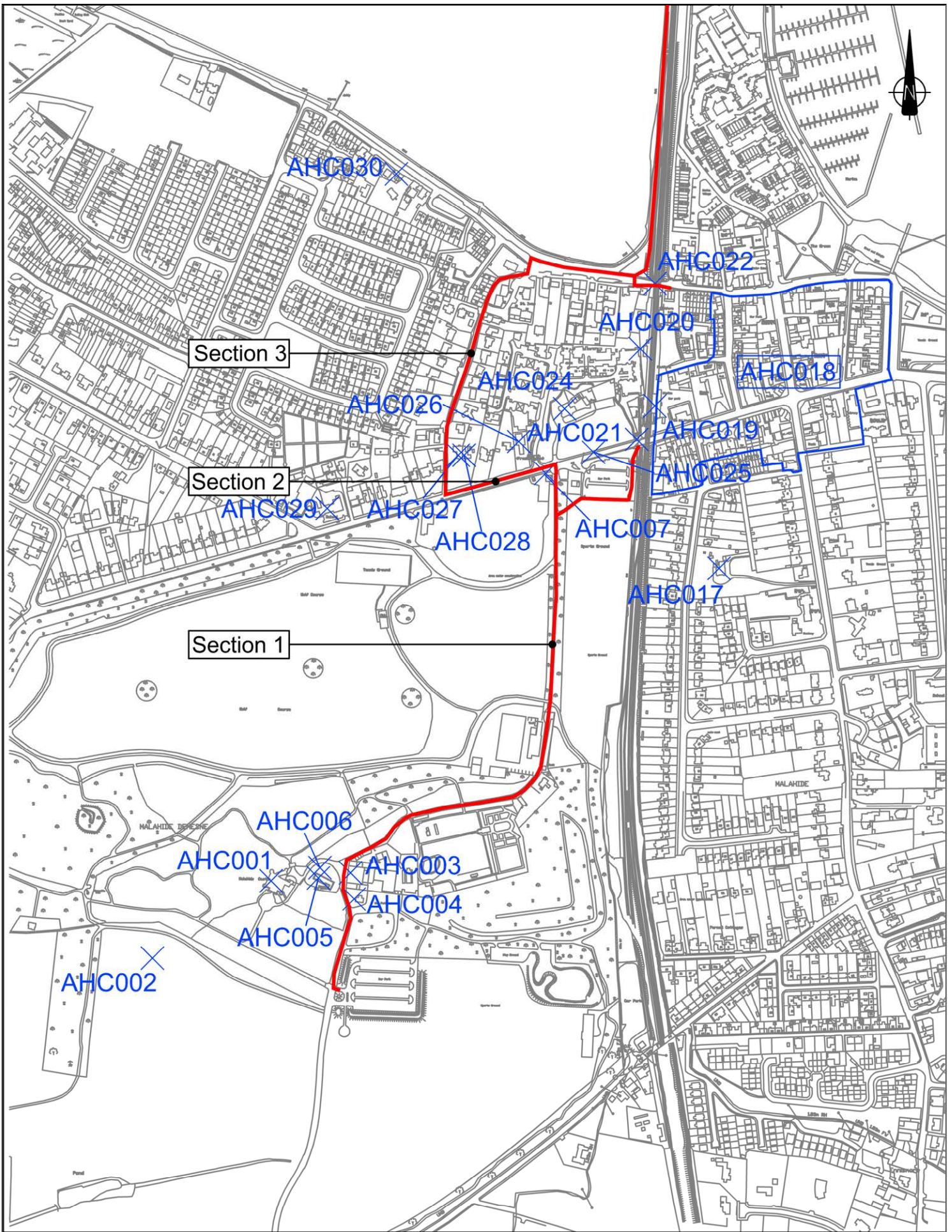


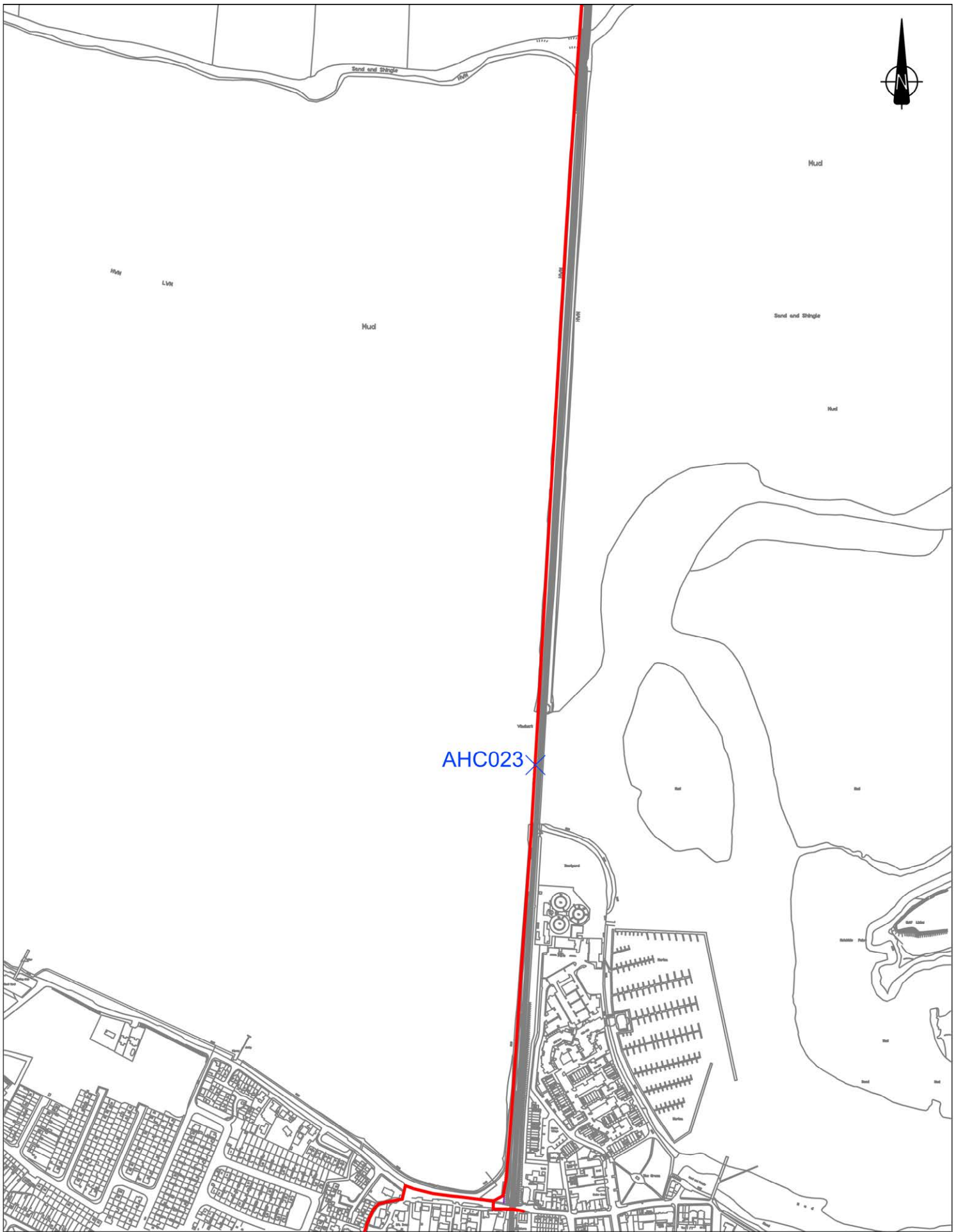


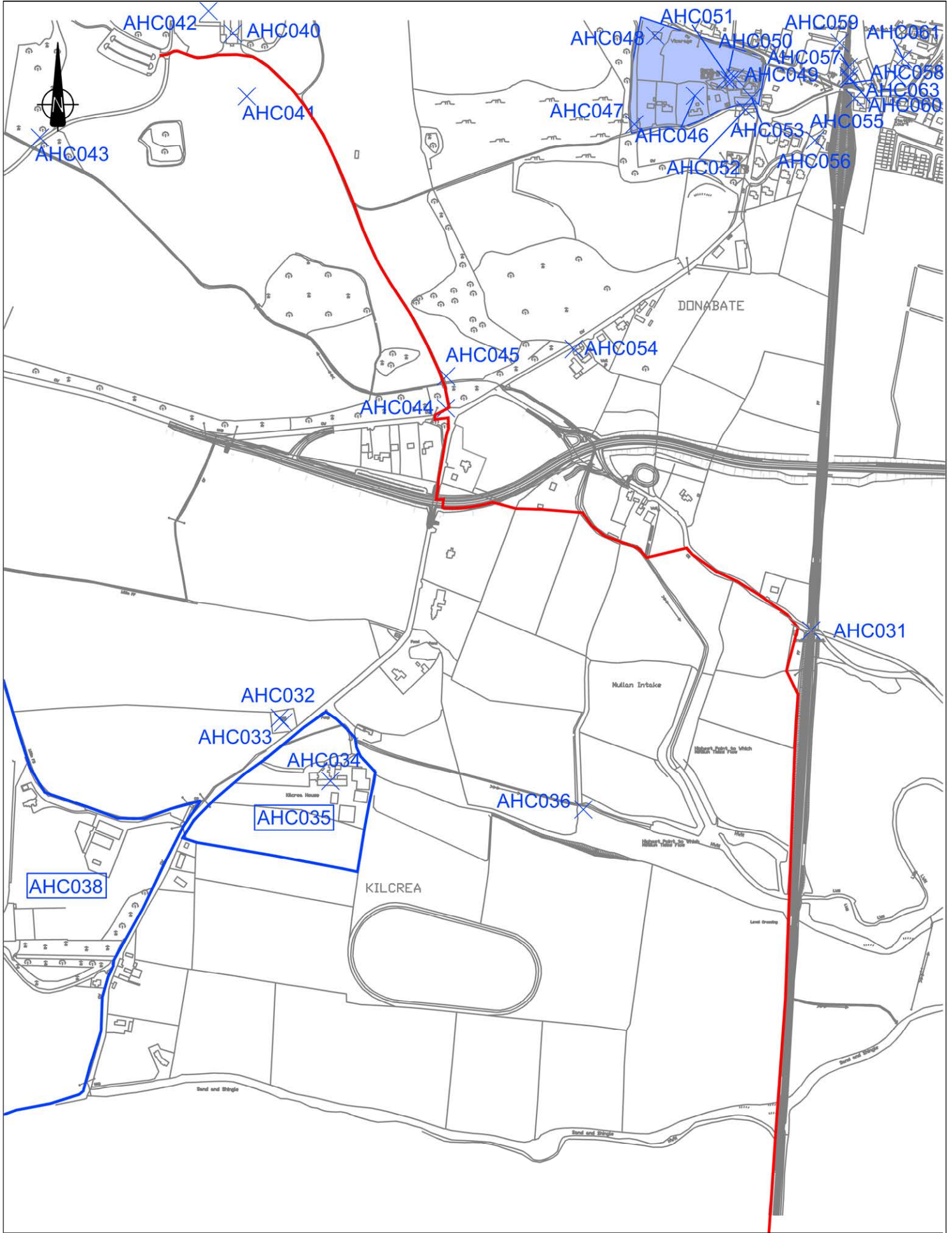


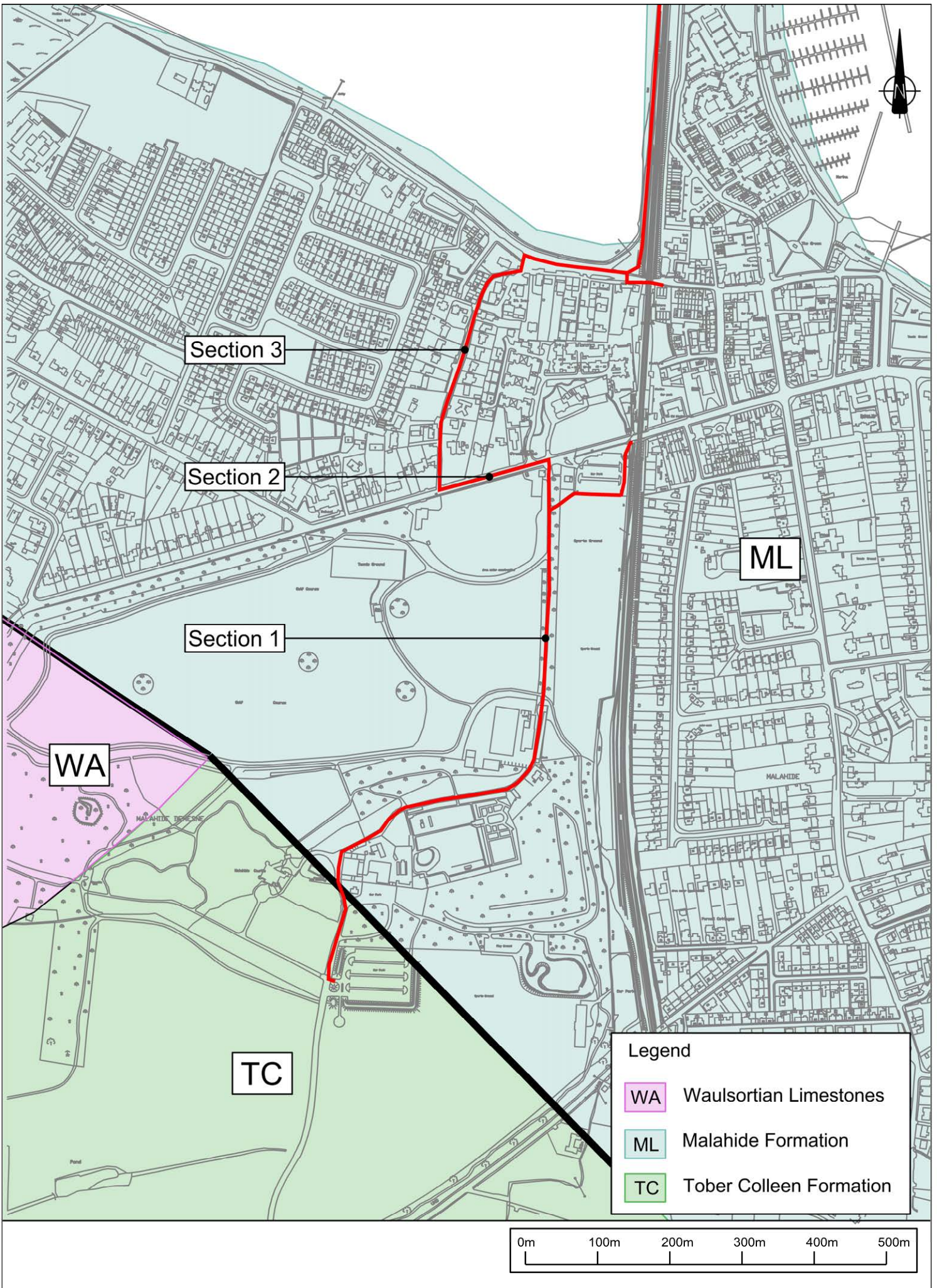




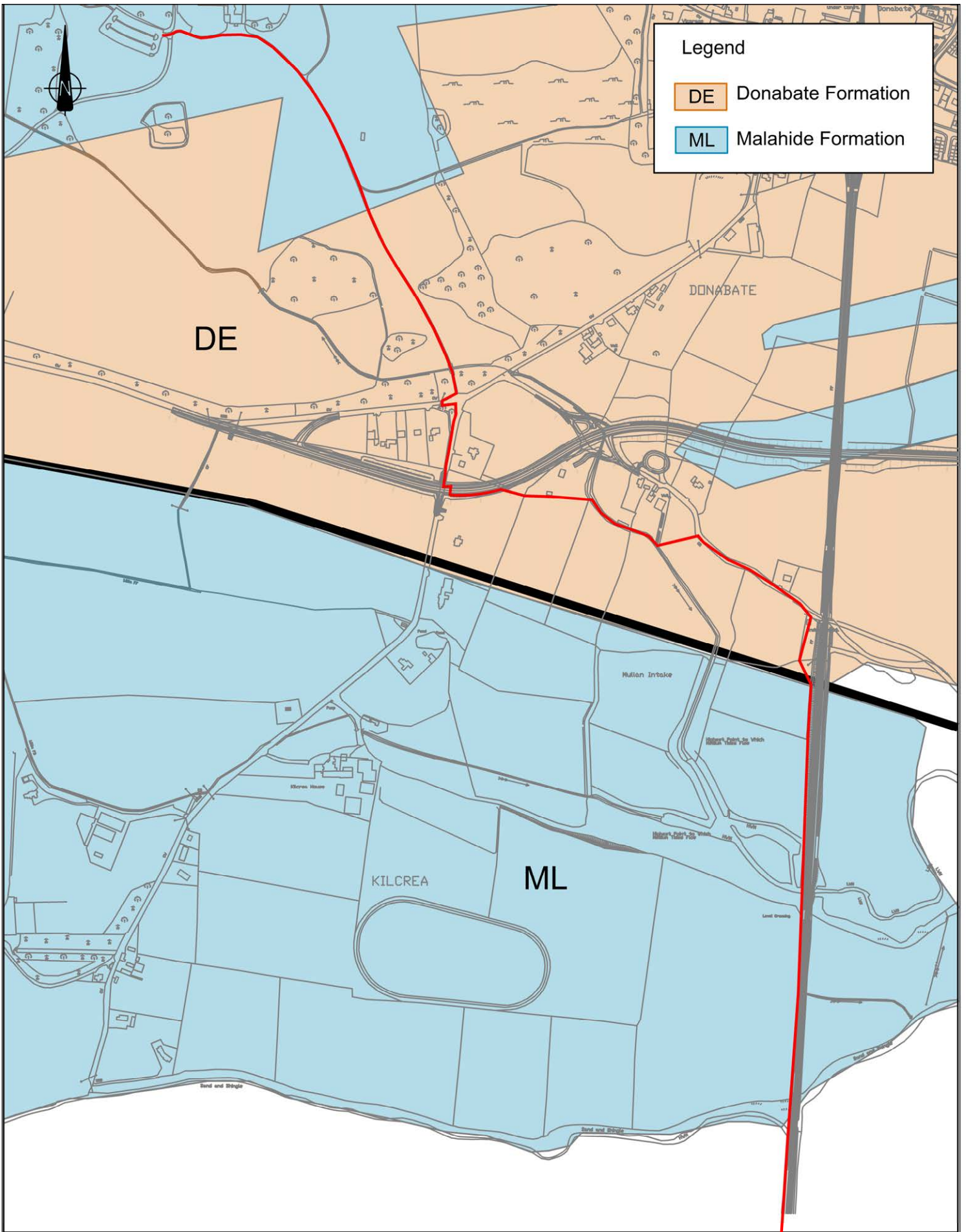








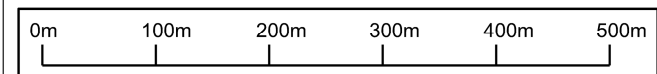
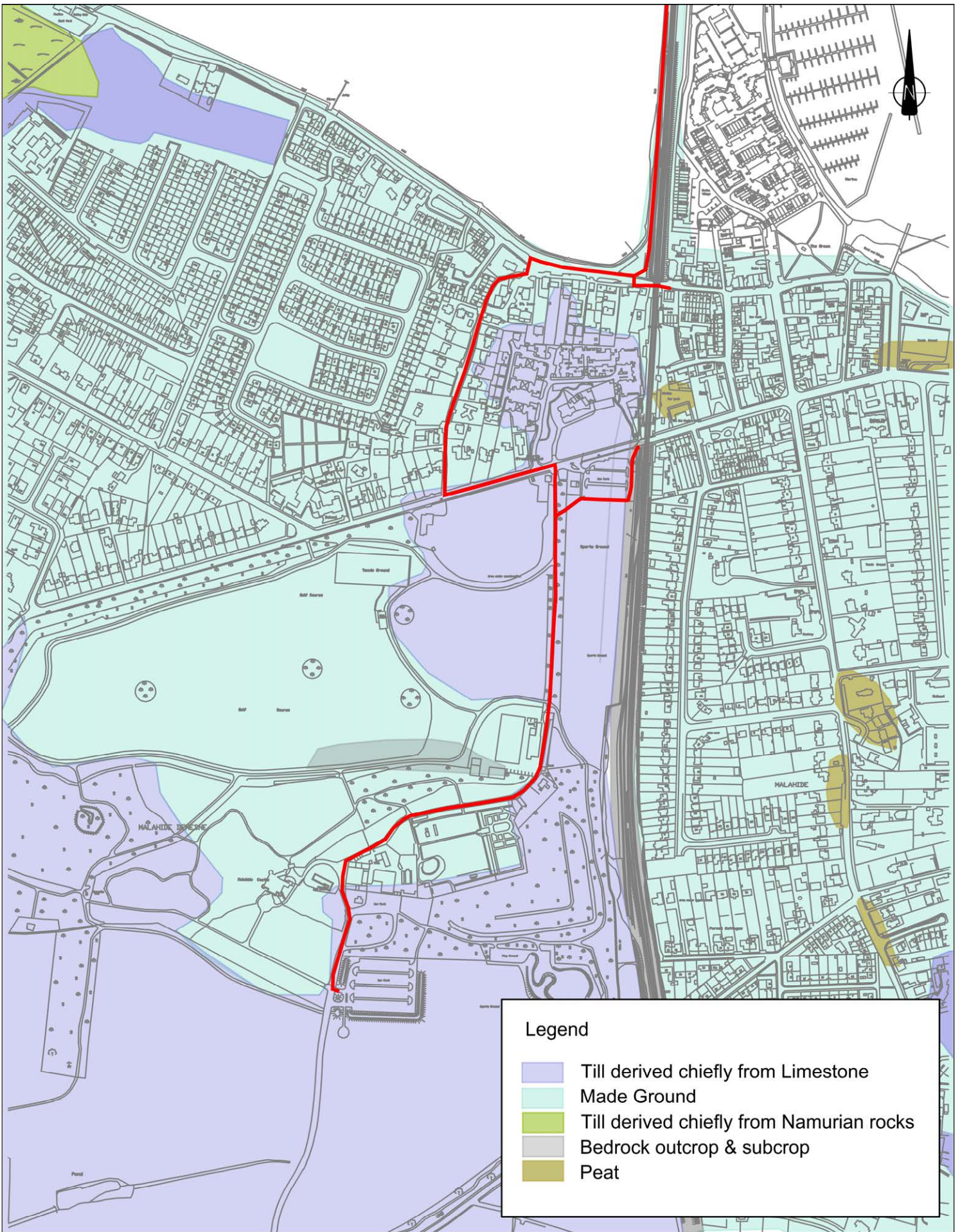


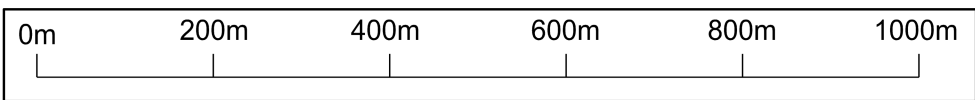
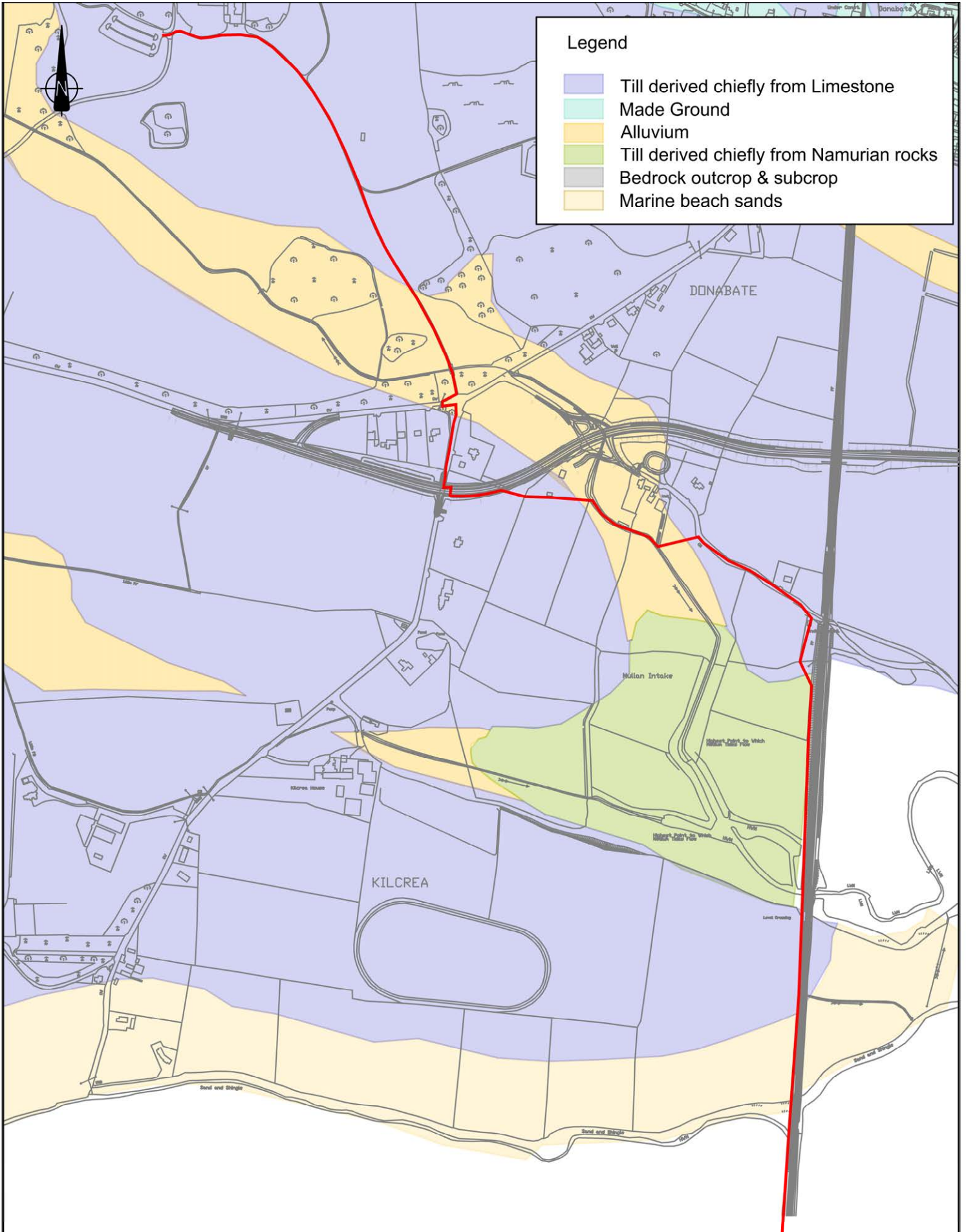


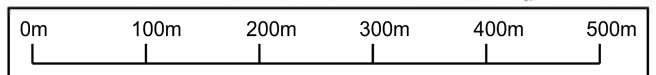
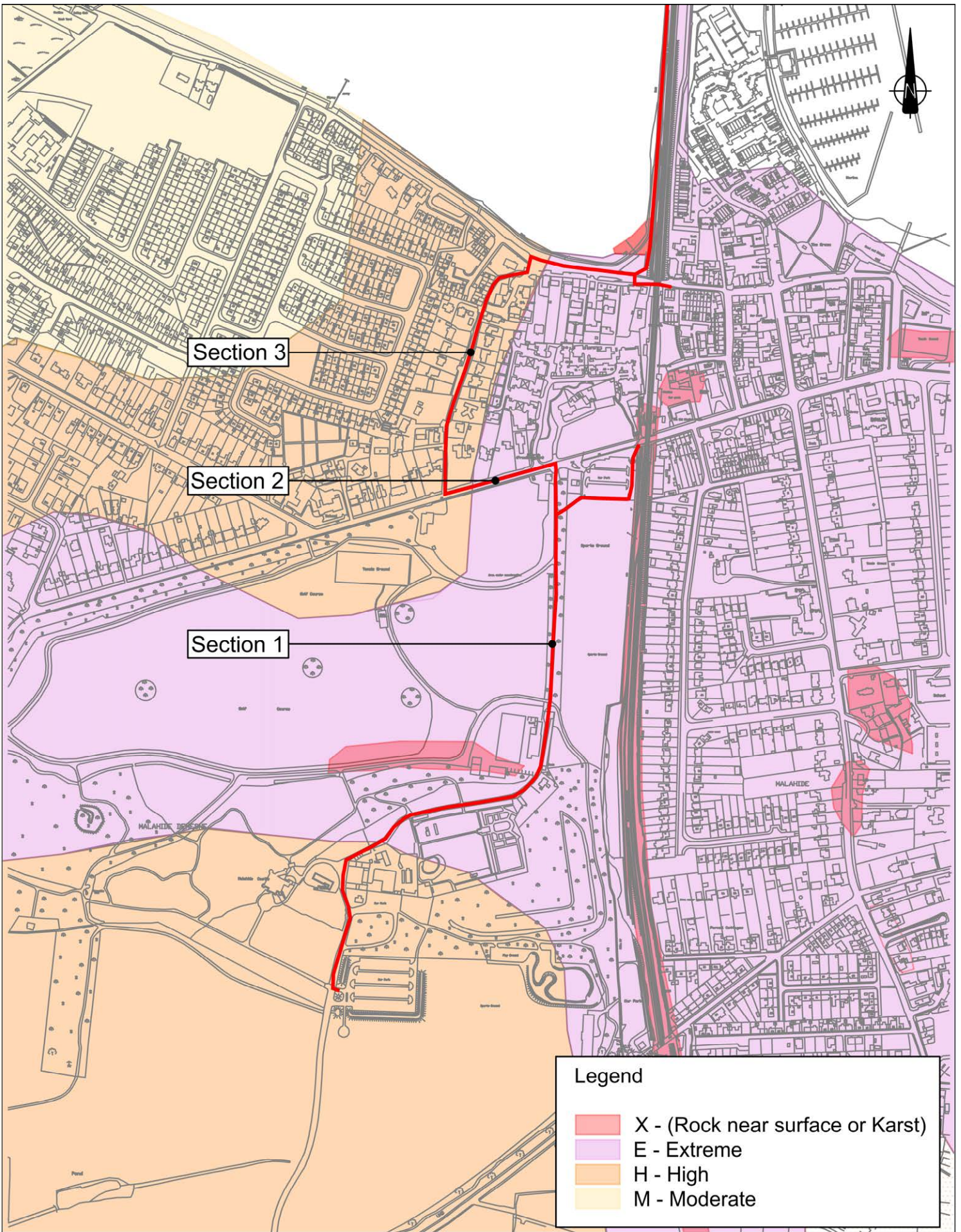
**Legend**

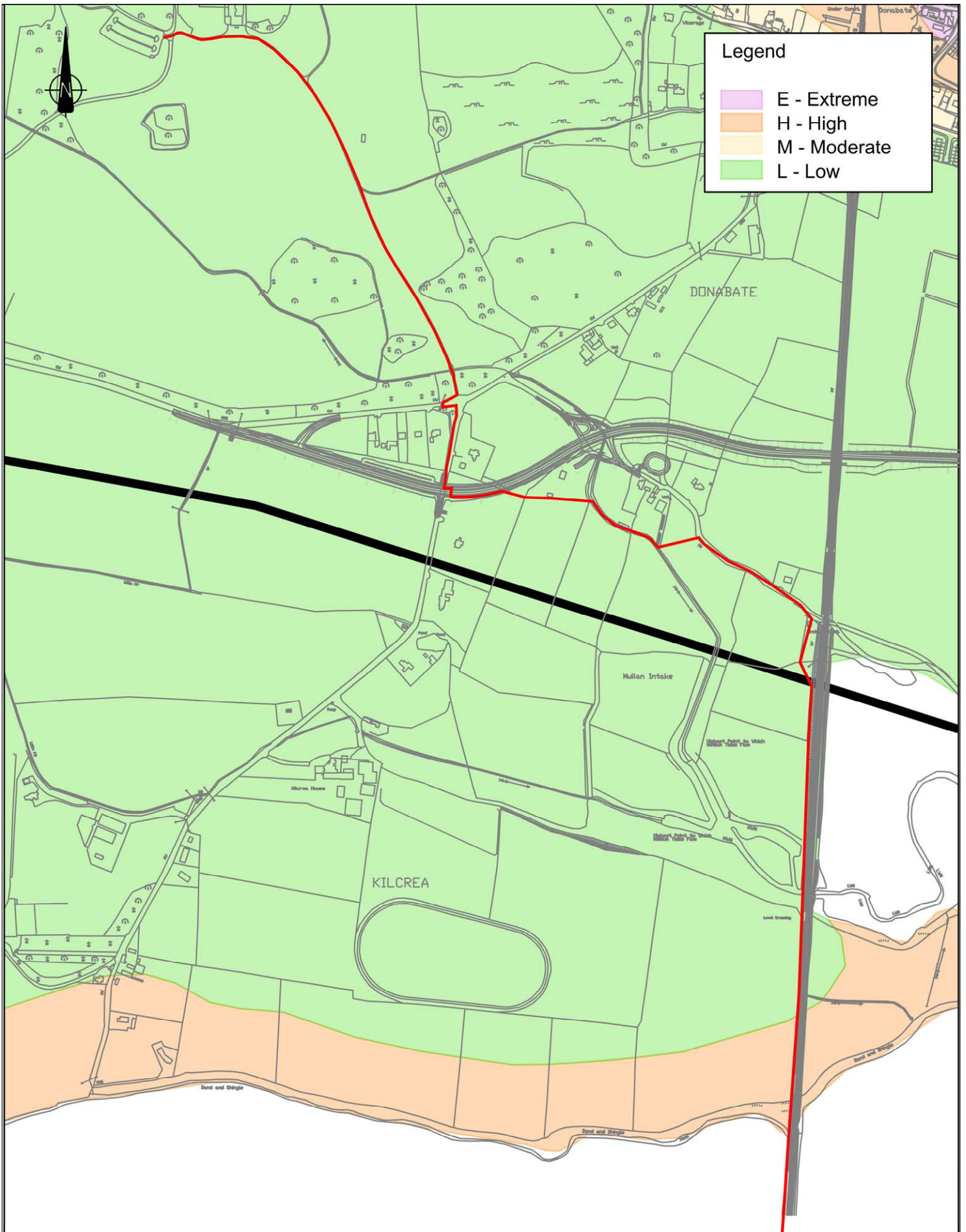
- DE Donabate Formation
- ML Malahide Formation

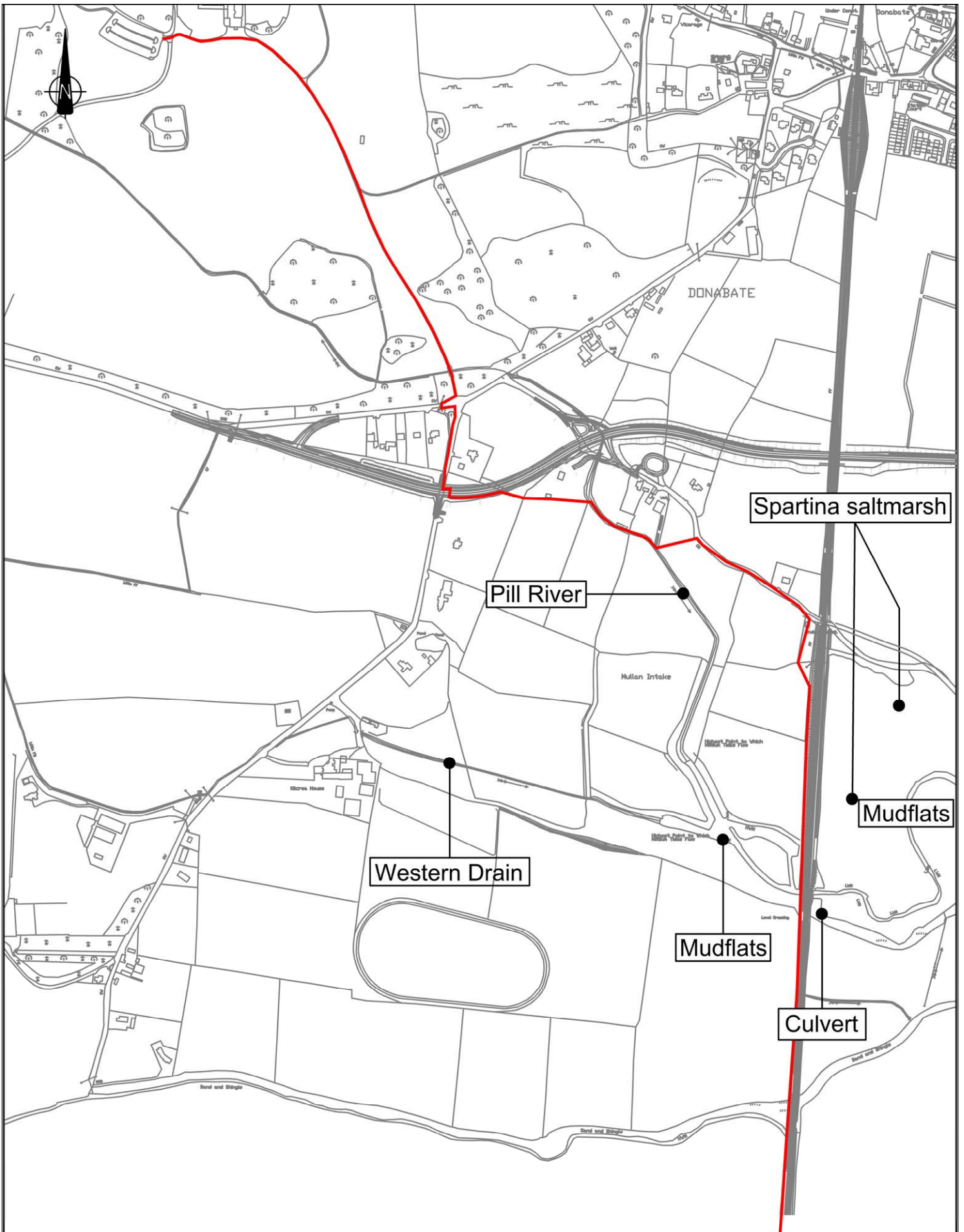


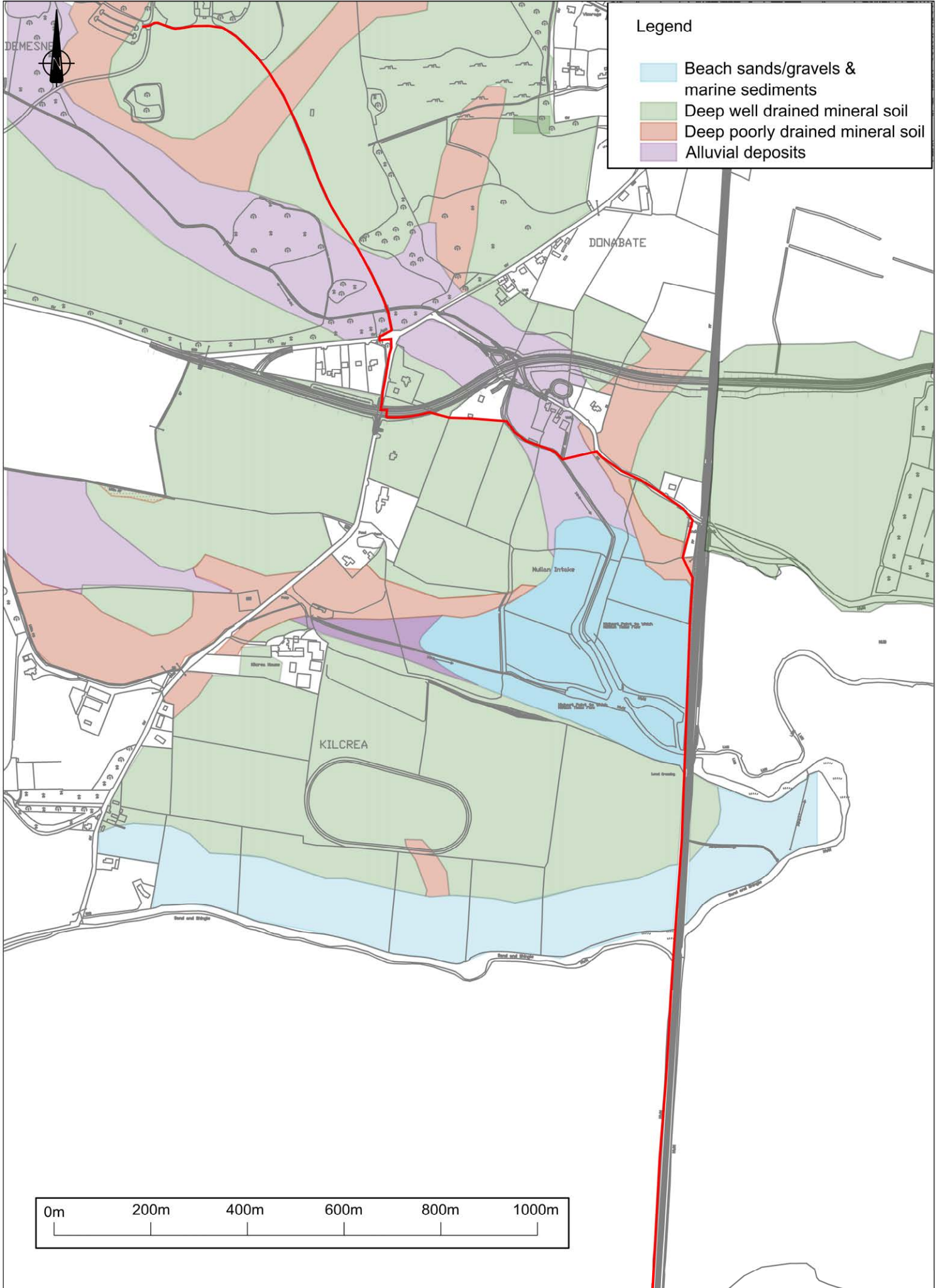


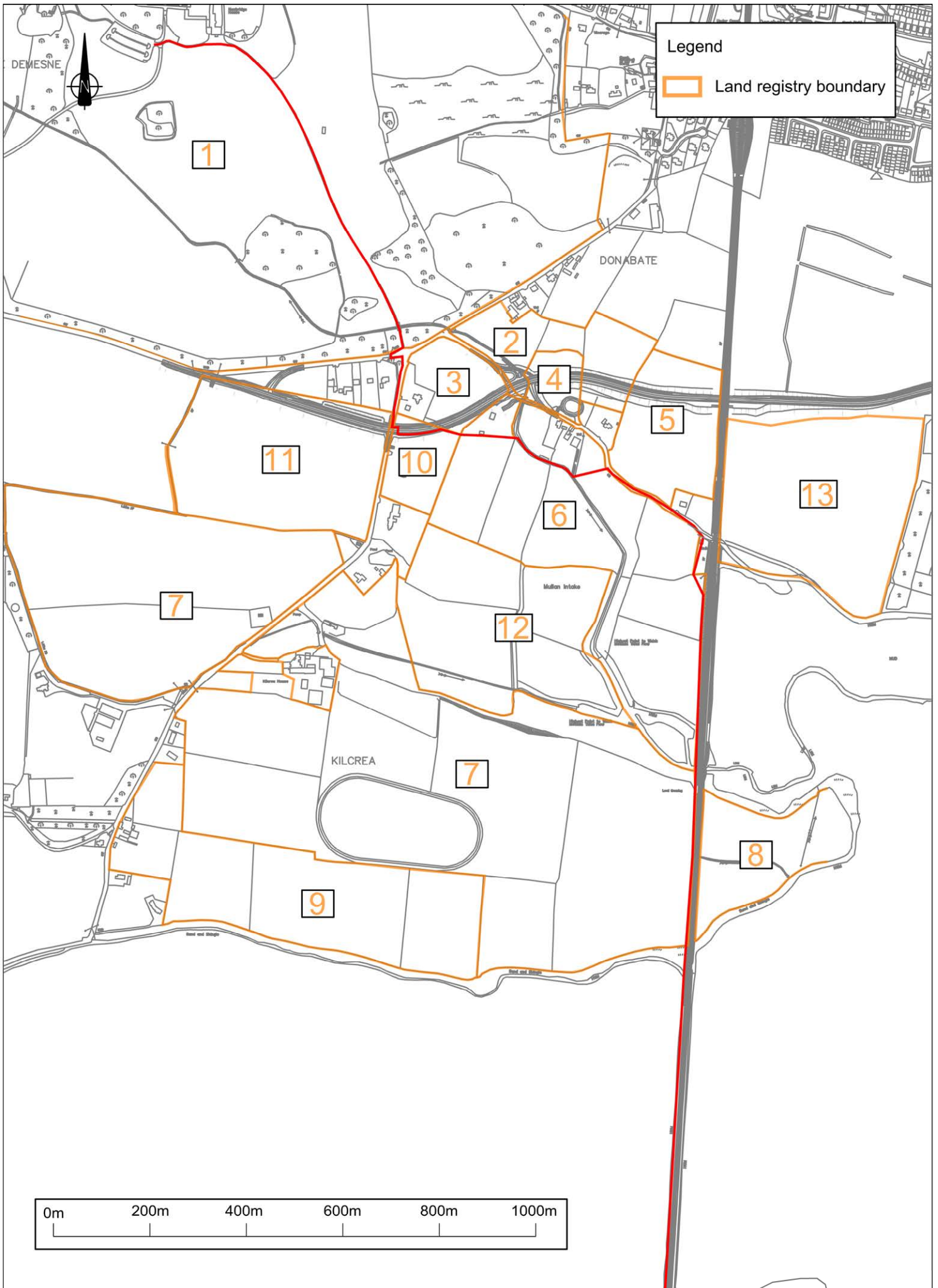




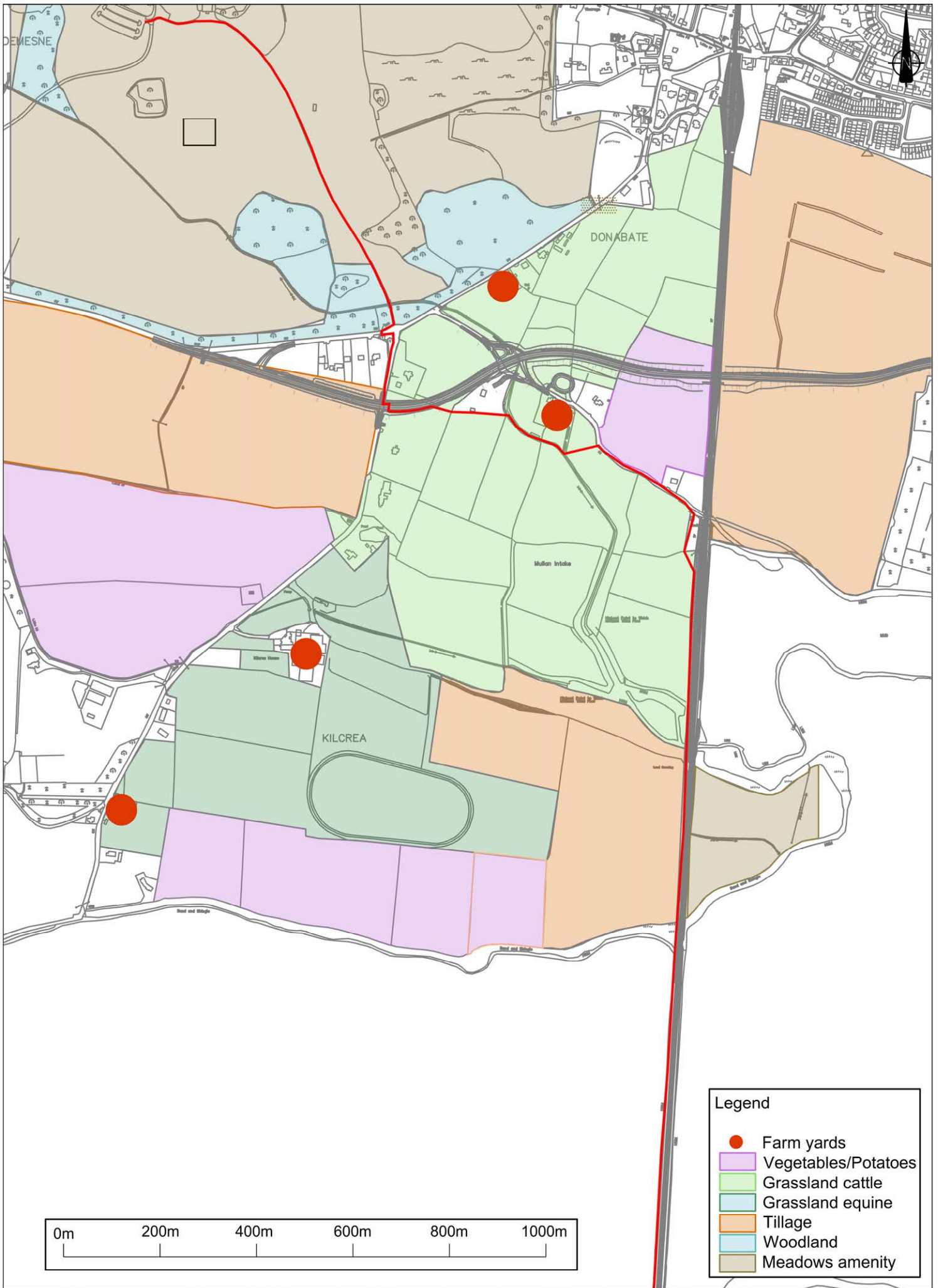


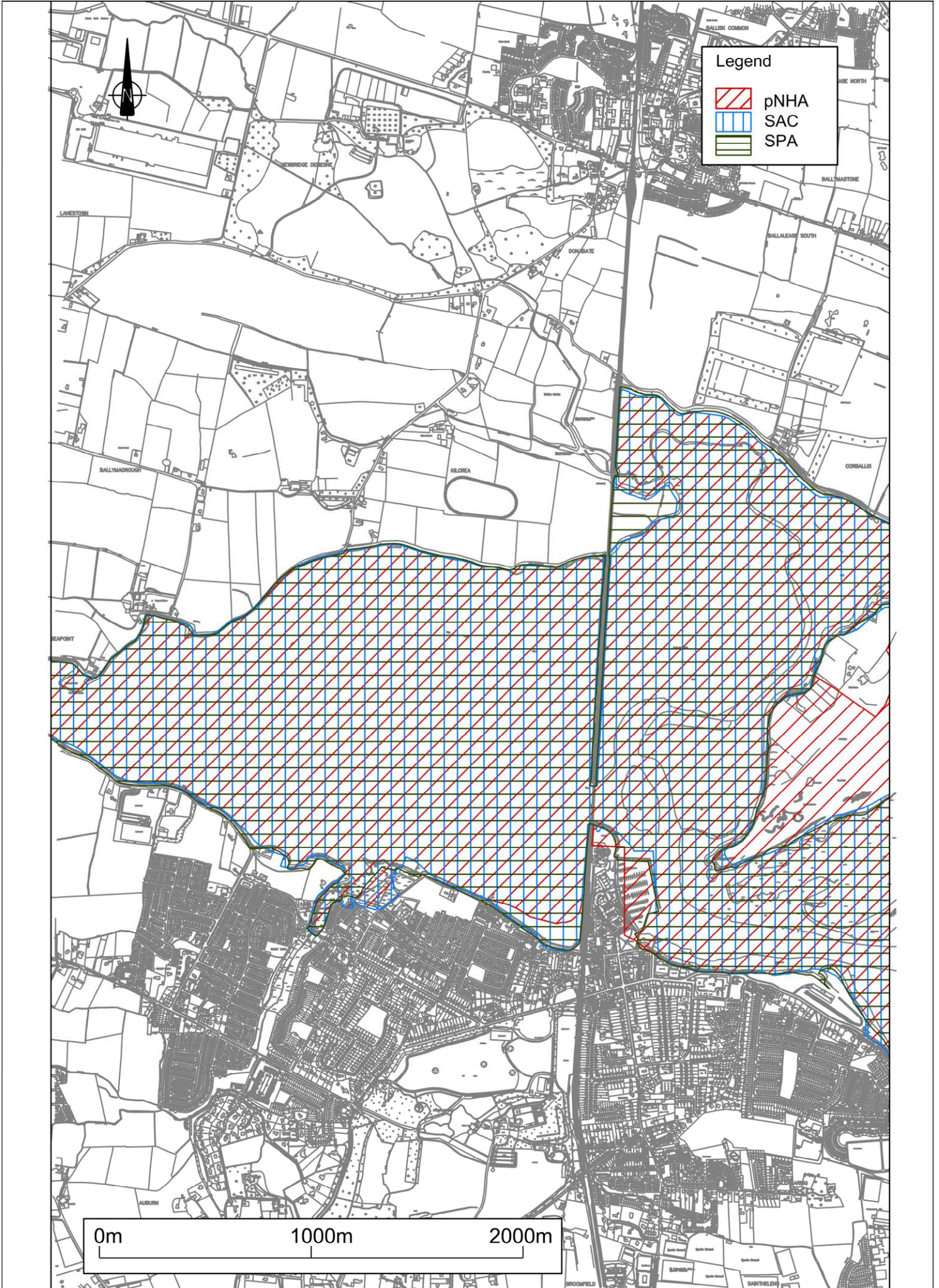


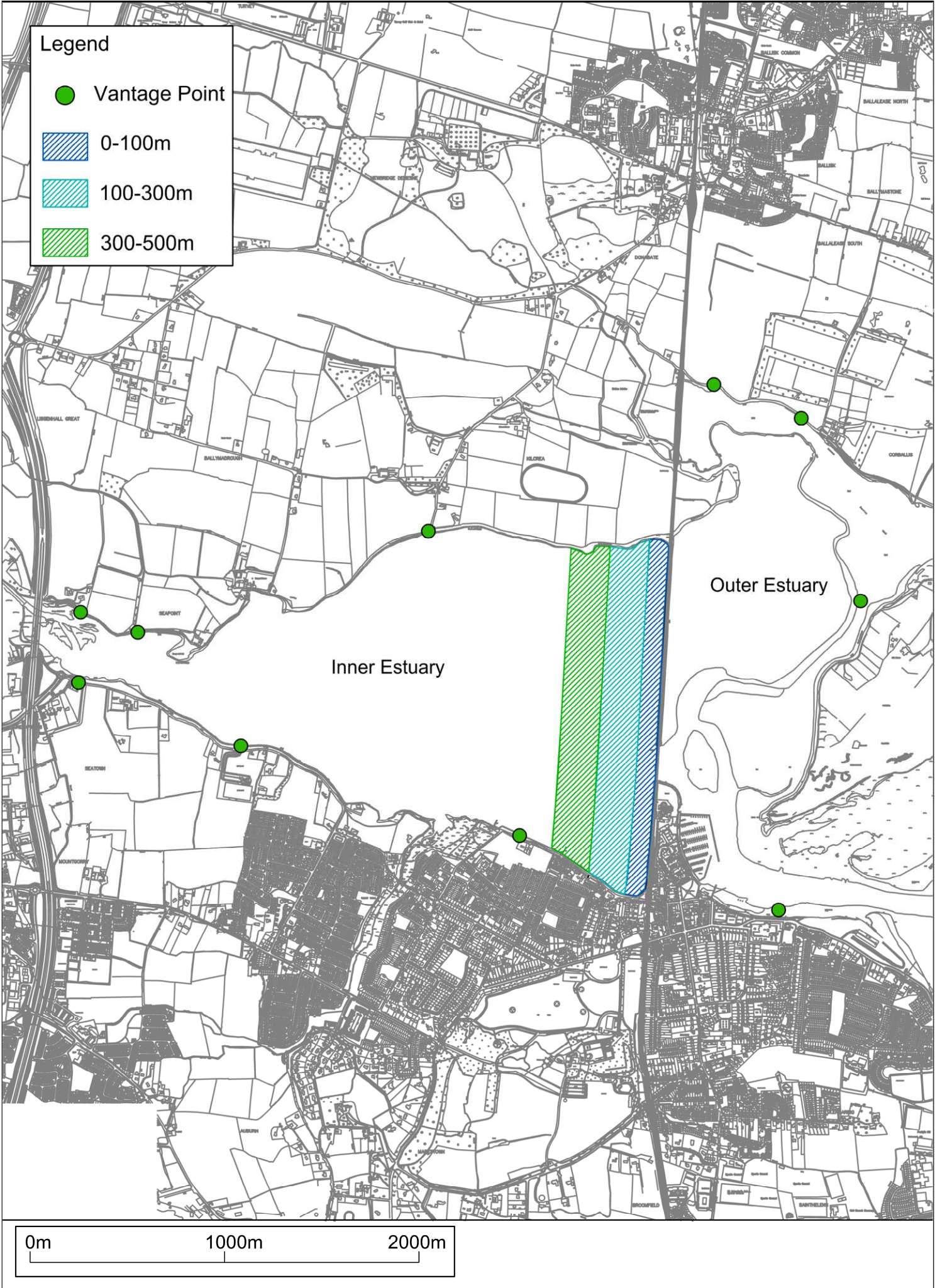














Malahide Demesne Boundary

GA2

GA2

WL2

GA2

WD5

WD5

WD1

WD1

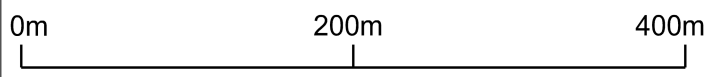
Malahide Castle

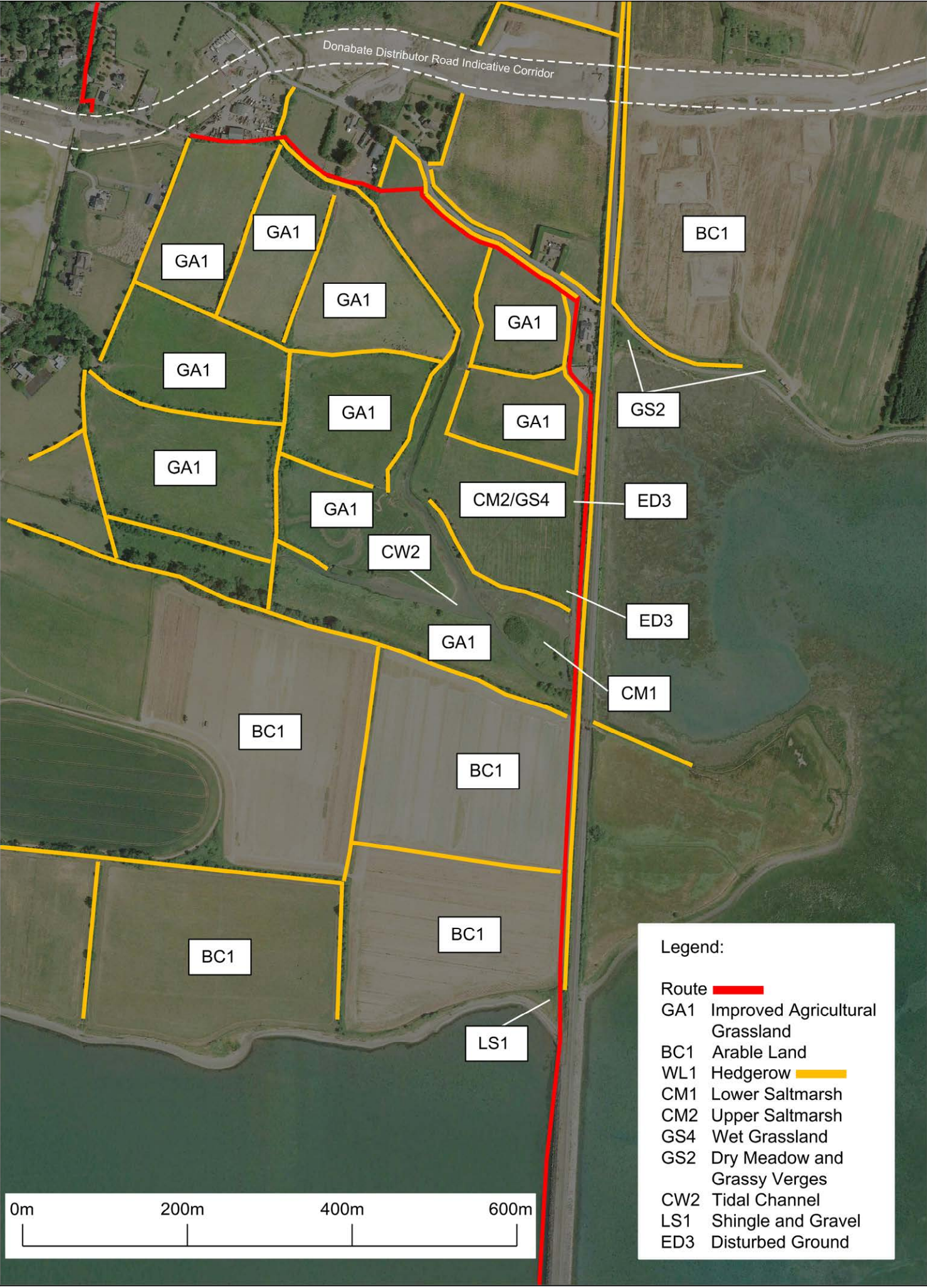
GA2

GA2

Legend:

- GA2 Amenity Grassland (Improved)
- WD1 (Mixed) Broadleaved Woodland
- WD5 Scattered Trees and Parkland
- WL2 Treelines







Legend:

- WD1 (Mixed) Broadleaved Woodland
- WD5 Scattered Trees and Parkland

