

- provision of noise reduction measures for all temporary ventilation equipment and other services. Measures may take the form of, but not be limited to, acoustic attenuators, enclosures or barriers (hoardings);
- all audible warning systems and alarms will be designed, where reasonably practicable, to minimise noise. Non-audible warning systems where practicable will be utilised in preference.

It is recommended that the allowable transient vibration during construction (in terms of peak particle velocity in mm/s) at the closest foundation of any building structure should normally be limited to the values set out in Table 10.8. It should be noted that these limits are not absolute, but provide guidance as to magnitudes of vibration that are very unlikely to cause cosmetic damage. Magnitudes of vibration slightly greater than those in the table are normally unlikely to cause cosmetic damage, but construction work creating such magnitudes should proceed with caution. Where there is existing damage these limits may need to be reduced by up to 50%. The castle and church may be considered sensitive buildings in this context.

Type of structure	Frequency of vibration		
	Less than 10Hz	10 to 50Hz	50 to 100Hz (and above)
Particularly sensitive / listed building	3 mm/s	3 to 8 mm/s	8 to 10 mm/s
Dwellings	5 mm/s	5 to 15 mm/s	15 to 20 mm/s
Light & flexible industrial/commercial	10 mm/s	10 to 30 mm/s	30 to 40 mm/s
Heavy and stiff buildings	20 mm/s	20 to 40 mm/s	40 to 50 mm/s

Table 10.8 Peak particle velocities (ppv in mm/s) below which transient vibration should not cause cosmetic building damage

Operational Phase

Building Services Plant

The noise impact assessment outlined above has demonstrated that mitigation measures are not required.

Car Parking

The noise impact assessment outlined above has demonstrated that mitigation measures are not required.

Deliveries to the Service Yard

During the detailed design stage, the service yard will be located and oriented so as to maintain noise levels to within the adopted criteria.

The following 'good practice' issues would be advised for the site.

It is critical that drivers making regular deliveries to site behave in a way that noise disturbance is minimised.

- Vehicle engines shall not be left idling once on site. In addition, on-board refrigeration units (if any) shall also be turned off when on site.

- Drivers should minimise impact sounds whilst working about their vehicle. This includes dropping tailgates and moving cages and pallets.
- All radios and amplified music in the truck cab shall be turned off prior to the doors being opened.
- There should be no shouting or communicating in raised voices whilst on site.
- There should be no unnecessary sounding of horns whilst on site.

In addition to the above truck noise management practices, we propose that the following practices are adopted to minimise potential noise disturbance for neighbours.

- All mechanical plant items e.g. motors, pumps etc. shall be regularly maintained to ensure that excessive noise generated any worn or rattling components is minimised.
- Any new or replacement mechanical plant items, including plant located inside new or existing buildings, shall be designed so that all noise emissions from site do not exceed the noise limits outlined in this document.
- An appointed Noise Liaison Officer shall ensure that all truck drivers have been briefed and understand the requirements of the site practice. It will be the Noise Liaison Officer's responsibility to ensure that drivers are adhering to the requirements of site practice.
- Staff should not communicate in raised voices within the delivery yard.
- Appropriate signs should be erected requesting that staff should keep noise to a minimum within the service yard/shipping dock areas.
- Roll cages should be fitted with composite rubber and nylon wheels that reduce shock loads and consequent vibration and noise.
- Metal cages should be replaced with much quieter plastic dollies where practicable.
- The surface of the service yard should be smooth and continuous with no holes or ridges that would cause trolleys to vibrate unnecessarily.

Additional vehicular traffic on public roads

The noise impact assessment outlined above has demonstrated that mitigation measures are not required.

Expansion of the Point Depot

The noise impact assessment outlined above has demonstrated that mitigation measures are not required.

10.6.0 RESIDUAL IMPACT OF THE PROPOSAL

This section summarises the likely noise impact associated with the proposed development, taking into account the mitigation measures.

Construction Phase

During the construction phase of the project there will be some small impact on nearby residential properties due to noise emissions from site traffic and other activities. However, given that the development site is in an urban area next to several busy roads, it is considered that the various noise sources will not be excessively intrusive. Furthermore, the application of binding noise limits and hours of operation, along with implementation of appropriate noise & vibration control measures, will ensure that noise & vibration impact is kept to a minimum.

Operational Phase

Building Services

The predicted noise level associated with building services is within the daytime criterion of 50dB $L_{Aeq,1hr}$ and the night-time criterion of 40dB $L_{Aeq, 5min}$. The resultant noise impact is not significant.

Car Parking

The enclosed nature of the car parks will ensure that the noise impact of car parking is not significant.

Deliveries to the Service Yard

The location and orientation of the service yard, together with any mitigation measures specified during the design stage will ensure that noise is within the daytime criterion of 50dB $L_{Aeq,1hr}$ and the night-time criterion of 40dB $L_{Aeq, 5min}$. The resultant noise impact is not significant.

Additional vehicular traffic on public roads

The increase in the level of road traffic noise on all of existing roads will be less than 3dB. The resultant noise impact is not significant.

Expansion of the Point Depot

Consideration of acoustic issues during the detailed design of the building envelope will ensure that the noise impact of the expanded Point Depot is not significant. During Point Depot events the increase in the level of road traffic noise on existing roads will be less than 3dB. The resultant noise impact is not significant.

APPENDIX 10.1

FORECASTING METHODS

Prediction calculations have been conducted generally in accordance with ISO 9613: *Acoustics – Attenuation of sound outdoors, Part 2: General method of calculation, 1996.*

REFERENCES

British Standard BS8233: 1999: *Sound Insulation and Noise Reduction for Buildings – Code of Practice.*

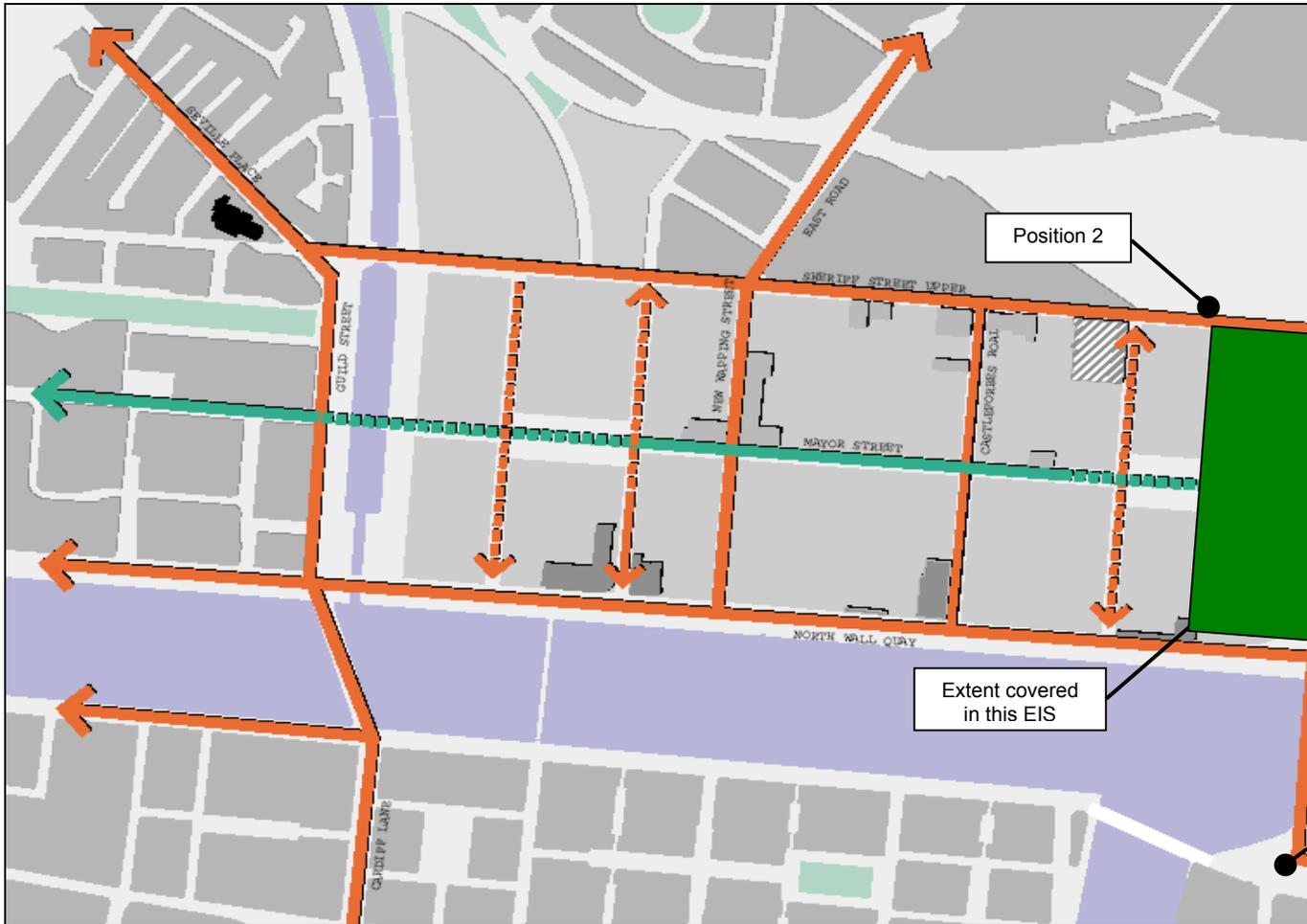
World Health Organisation: *Community Noise*

British Standard BS 7385 (1993): *Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from groundborne vibration*

British Standard BS 5228 (1997): *Noise control on construction and open sites Part 1 Code of practice for basic information and procedures for noise and vibration control*

British Standard BS 5228 (1997): *Noise control on construction and open sites Part 4 Code of practice for noise and vibration control during piling*

APPENDIX 10.2 – NOISE MEASUREMENT LOCATIONS



11.0.0 EFFECT ON THE ENVIRONMENT – ENERGY

11.1.0 INTRODUCTION

The potential impact of the proposed Amendment has been assessed in the context of energy consumption.

11.2.0 RECEIVING ENVIRONMENT

The basic electrical, gas and telecommunications infrastructure is already in place.

11.3.0 THE PROPOSED AMENDMENT

The use of high specification building materials which minimize the consumption of energy will be promoted in the context of proposed Amendment no. 1. The relevant elements of the proposed Amendment in this context are the increase in retail floorspace and the increase in building height of the tower from 16m to 120m.

11.3.1 The DDDA is mindful of the impact of air-conditioning emissions on the atmosphere and in particular on the ozone layer. Although some of the commercial elements of the anticipated development are likely to feature forms of air conditioning the DDDA will seek to encourage with use of plant with low and less harmful emissions. It will also seek to ensure that natural ventilation is utilised where office space has no specific requirement for full air-conditioning.

11.3.2 All development proposals should seek to achieve the highest levels of energy efficiency in their layout, orientation and façade treatment. Development will likely follow established principles of green building design which seek to reduce energy loss. The use of natural daylight, natural ventilation and planting will be encouraged.

11.3.3 Designers should be conscious of minimizing energy consumption and buildings should be designed to achieve high insulation standards. Combined Heat and Power has been used in previous Docklands projects and its employment will generally be encouraged.

11.4.0 LIKELY IMPACTS

11.4.1 The proposed amendments will not impact significantly more than the previously approved scheme of 2002.

11.5.0 MITIGATION

11.5.1 The development of the proposed amendments will be undertaken in accordance with Part L of the Building Regulations 1997 – 2002 as amended. This can be achieved by, amongst other things, designing and constructing so as to secure, as far as is reasonably practicable, the conservation of fuel and energy. This can be achieved by limiting the heat loss and, where appropriate, maximize the heat gains through the fabric of the building; controlling, as appropriate, the out put of the space heating and hot water systems; and by limiting the heat loss from pipes, ducts and vessels used for the transport or storage of heated water or air.

11.5.2 In the context of the tall building a thermal mask and cladding would be provided to conserve energy and to screen from the sun as appropriate. Further details should be provided at the detailed design stage.

12.0.0 LANDSCAPE AND VISUAL AMENITY

12.1.0 Section 1 Introduction

This Landscape and Visual Impact Assessment (LVIA) is in accordance with the EPA's *Guidelines on the Information to be Contained in Environmental Impact Statements, 2002*, and the Landscape Institute (UK) *Guidelines for Landscape and Visual Impact Assessment, Second Edition 2002*, (the Guidelines) from which the methodology is derived.

The LVIA considers the proposed alteration to the Point Village, a portion of the North Lotts area for which an approved Planning Scheme (2002) is already in place. It is primarily concerned with the proposal to raise the height of the 'landmark building' at the terminus of Mayor Street, i.e. the Point Square, from 60m (as approved in 2002) to 130m, as now proposed as well as well as the changes to the remainder of the Pont Village area as contained in the amended planning scheme i.e. changes to the height of the Point Depot and Sherriff Street and East Wall Road.

The LVIA has been informed by detailed survey of the Site and receiving environment, carried out by Cunnane Stratton Reynolds in June 2005. ARC Architectural Consultants provided photographic and graphic input to the report.

12.1.1 Format and Methodology

The Guidelines prescribe that landscape and visual impacts be assessed by separate, although linked procedures. Landscape assessment considers the effects deriving from alterations to the elements and characteristics of the landscape, which may give rise to changes in its character, how it is experienced and hence the ascribed value of the landscape. Visual assessment is concerned with changes that arise in the composition of available views, the response of people to these changes and the overall effects on the area's visual amenity.

The format of the LVIA is as follows. The methodology applied in undertaking the LVIA, including the criteria for decision making, is described where appropriate:

Section 2 Receiving Environment - The landscape character of the receiving environment is described in terms of urban grain, land use and density, block structure, building typology and architectural character. This involves both desktop analysis and site survey.

The relevant content of various planning policy documents from national to local level is also identified and assessed.

Section 3 Proposed Development - The characteristics / components of the proposed development that would have landscape and visual effects are described. It is pertinent to note that in the absence of a detailed architectural proposal the development can only be described in terms of land use, site planning and building scale and height. The appearance of the buildings as such is not addressed. Any ameliorative, remedial or reductive measures built into the proposed development in consideration of its potential landscape and visual impacts are also discussed.

Section 4 Potential Landscape and Visual Impact - The potential impact of the proposed development during operation is discussed (the short term, variable impact imposed during construction of the proposed development has not been addressed specifically). Landscape and visual impact are discussed separately.

The potential landscape impact is assessed based on:

- The sensitivity of the landscape resource, which is a function of its land use, landscape patterns and scale, visual enclosure and distribution of visual receptors, and the value placed on the landscape.

The landscape sensitivity is classified as high (exhibits a very strong positive character with valued elements and characteristics that combine to give an experience of unity, richness and harmony, therefore particularly sensitive to change in general), medium (exhibits positive character but has evidence of alteration to / degradation / erosion of elements and characteristics resulting in an area of mixed character, therefore potentially sensitive to change in general, or low (exhibits generally negative character with few valued elements or characteristics), and;

- The scale or magnitude of landscape effects or the quantity of change to be imposed on the landscape by the development.

The magnitude of change to the landscape is classified as high (total loss of or major alteration to the key elements or characteristics of the landscape, and / or introduction of elements considered totally uncharacteristic in the context of the receiving environment's landscape character), medium (partial loss of or alteration to one or more key elements or features, and / or introduction of elements that may be prominent but may not necessarily be considered to be substantially uncharacteristic in the context of the receiving environment), low (minor loss of or alteration to one or more key elements or characteristics, and / or introduction of elements that may not be uncharacteristic in the context), or negligible (very minor loss, alteration or introduction of elements of the landscape).

The potential visual impact assessment describes the changes in the character of the available views and the changes in the visual amenity of the visual receptors for a number of places / viewpoints selected to represent the receiving environment and its users. The potential visual impact on each viewpoint is assessed based on:

- The sensitivity of the visual receptors, which is a function of the location and context of the viewpoint, the expectations and occupation or activity of the receptor, and the importance of the view.

Viewpoint sensitivity is classified as high (e.g. users of outdoor recreation facilities or centres of activity focussed on the landscape, and occupiers of residential properties with views affected by the development), medium (e.g. people travelling through or past the affected landscape in cars or on public transport, i.e. viewing but not focussed on the landscape), or low (e.g. people at their place of work or engaged in similar activities such as shopping, etc., whose attention will be focussed on these activities).

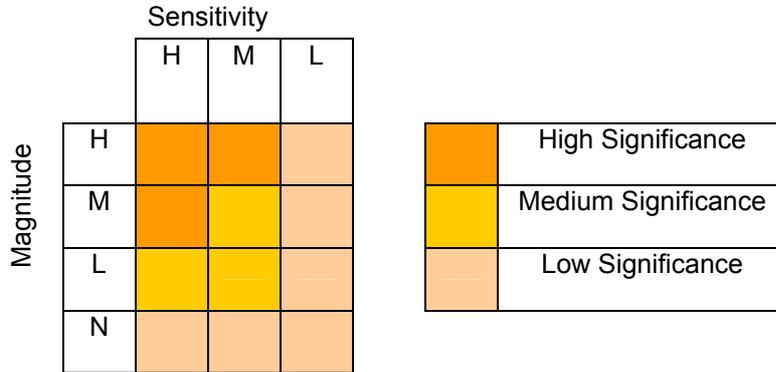
- The scale or magnitude of visual effects or the degree / quantity of change to the field of view (towards the site) resulting from the development. This takes into account the extent of the view that would be occupied by the intrusion, e.g. full, partial, glimpse, etc. including the distance of the viewpoint from the development and its effect on the importance of the development in the field of view, the proportion of the development or particular features that would be visible, and whether the view of the development would be static, or a sequence or transient (as seen from a moving vehicle).

The magnitude of change to each view is classified as high (total loss of or major alteration to the key elements or characteristics of the view, and / or introduction of elements considered totally uncharacteristic in the context of the view), medium (partial loss of or alteration to one or more key elements or features, and / or introduction of elements that may be prominent but may not necessarily be

considered to be substantially uncharacteristic in the context of the view), low (minor loss of or alteration to one or more key elements or characteristics, and / or introduction of elements that may not be uncharacteristic in the context), or negligible (very minor loss, alteration or introduction of elements of the view).

The significance of the impacts (both landscape and visual) is determined based on the measurement of the magnitude of change against the sensitivity to change:

Figure 1 Assessment / Grading of Impact Significance



The predicted impacts are also classified as beneficial, neutral or adverse. This is not an absolute exercise; in particular, visual receptors' attitudes to development, and thus their response to the impact of a development, will vary. However the methodology applied is designed to provide robust justification for the conclusions drawn.

Section 5 Conclusion - A statement is made as to the appropriateness of the proposed development based on the combined assessment of the predicted landscape and visual impacts.

12.2.0 Section 2 Receiving Environment

12.2.1 The Site

The Site, i.e. the subject area of this EIS, occupies a prominent location within the Docklands Area, within Dublin City and the GDA, and within the Island of Ireland as a whole.

It is situated at the eastern extent of the Docklands Area fronting the northern bank (North Wall Quay) of the Liffey. It occupies a significant stretch of the City's river frontage, lying as it does at the boundary between the mixed use city centre and the industrial landscape extending eastwards to the port. The Site can be considered a gateway between the city centre and the port, and at a broader scale, between the city and Dublin Bay.

The Site also occupies a gateway location in relation to Dublin's easternmost river crossing, the East Link Bridge, and can thus be said to lie at the crossroads of two major communications systems serving the city, the River Liffey and the roads network.

The locational prominence of the Site is underlined by the presence of the Point Theatre, one of Dublin's most notable buildings. Despite its national profile, the Point is clearly undervalued as a landmark, due probably to its (presently) marginal location relative to the city centre, and the sub-optimal condition of the surrounding built environment.



Figure 2 & 3 Location of Site within Dublin and the Docklands (**Source:** Dublin Docklands Area Master Plan 2003)

12.2.2 The Immediate Environment – North Lotts, Spencer Docks, the Docklands

In the Dublin City Development Plan 2005-2011 (DCDP) Spencer Docks is identified as one of a network of 30 local character areas within the inner city. They are defined by a combination of (a) urban fabric (street pattern, architectural and spatial style and form), (b) existing and emerging uses and (c) distinct local communities (business or residential). The Liffey and Spencer Dock are the key determinants of the area boundaries, as well as the extensive railway corridor between North Lotts and the East Wall residential area.

The North Lotts form a distinctive sub-area within Spencer Docks and its character derives from the following key elements:

- Flat topography (consistent with reclaimed land);
- Large grid pattern of streets and blocks, with predominantly large plot sizes facilitating its historic industrial use;
- Large buildings of limited variety in form and use.

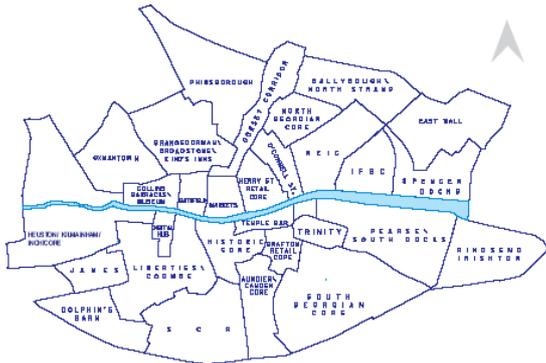


Figure 4

Dublin Inner City Character Areas

(Source: Dublin City Development Plan 2005-2011)

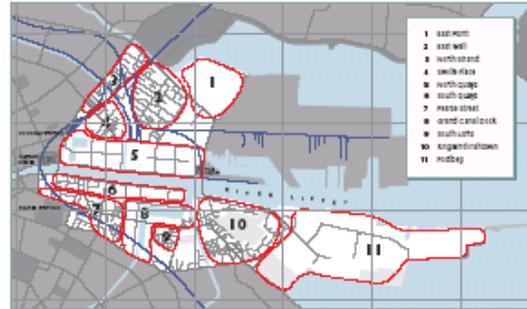


Figure 5

Dublin Docklands Character Areas

(Source: Dublin Docklands Area Master Plan 2003)

North Lotts, the Spencer Docks area and the Docklands as a whole are undergoing an unprecedented transformation in terms of urban fabric, land use and business and residential communities. Extensive industrial plots are being transformed by mixed use city centre development. As acknowledged in the Dublin City Council document *Managing Intensification and Change – A Strategy for Dublin Building Height, 2002*, this necessitates and amounts to the development of a new morphology and character. The key elements of the area are however to be retained and reinforced by the new development. These include the historic grid pattern of streets and blocks, providing the framework for a high degree of physical and visual accessibility and permeability, and the numerous historic structures and features.

A number of distinct sub-areas of character exist within the Docklands (as identified in the Area Master Plan 2003), each with their own urban fabric, land use and communities and arising from this, their own sensitivity to change. Of particular relevance to the proposed development are the following areas and visual receptors:

- North Quays, including the IFSC, North Lotts and the Site itself – partly established, partly emerging high density, high tech, mixed use city centre environment. Apart from the existing IFSC, zoned primarily for social, economic and physical rejuvenation through residential and enterprise development, open space (Royal Canal Park) and mixed services (the Site, Point Village). Visual receptors are mostly on busy movement corridors including the North Quays and Mayor St.
- Seville Place – a low rise, low density residential area situated adjacent to the north of the IFSC, bounded by the Royal Canal, and northern DART line. Zoned primarily residential, with areas (terraces) of residential conservation. Visual receptors primarily located in the public realm, i.e. the neighbourhood streets.
- East Wall – located north of the North Quays beyond a broad corridor of industrial railways leading to the port, East Wall is an extensive area of primarily residential land use. Originally all low rise, low density, a number of recent and ongoing additions of apartments (up to 5/6 stories) within and at the edges of the area. Zoned primarily residential, with areas of residential conservation and large sites for residential and enterprise development. Visual receptors primarily located in the public realm, i.e. the neighbourhood streets.
- South Quays – a stretch of river frontage in a state of dramatic transformation, creating a distinctive residential and enterprise quarter of high quality, high tech architecture interspersed by historic quay-side buildings. Zoned for social, economic and physical rejuvenation through residential and enterprise development. Visual receptors are mostly on the South Quays and from offices and apartments fronting the river.
- Grand Canal Docks – located directly south of the Site across the Liffey this area too is undergoing a dramatic transformation, most notably with the addition of four high buildings including the U2 Tower, the Millennium Tower and two residential

blocks of 16 and 18 stories, and the new Libeskind theatre and hotel, etc. in the Grand Canal Square. Visual receptors will be varied, including those in the extensive public realm (surrounding the basins), and apartment and office occupants.

- Ringsend – Irishtown – an extensive area to the east (and south) of the East Link bridge and east of the Dodder River, comprising primarily low rise, low density residential use surrounding extensive open space. Zoned primarily residential, with areas of residential conservation, with large areas of amenity open space a limited area for mixed services adjacent to the Ringsend Bridge. Visual receptors primarily located in the public realm, on the R131 approaching the East Link bridge, and in houses fronting Dublin Harbour (east of the bridge).

12.2.3 Dublin City – City Centre and City Gateways

The location and height of the proposed development are such that, as well as affecting its immediate receiving environment, it is likely to impact upon the broader city landscape and visual receptors. It is stated in the DCDP in relation to high building developments that any proposal must be sensitive in particular to the historic city centre, the Liffey River and quays, Trinity College, Dublin Castle, the historic squares and the canals. These are addressed accordingly in the visual impact assessment below. A number of additional viewpoints, particularly at 'gateway' locations giving physical and visual access to the city, are also assessed below for broader, representative city coverage.

12.2.4 Relevant Planning Policy

This section provides a synopsis of the planning policy affecting the receiving environment of the proposed development. Spatial / development policy at four levels is considered, including national, regional, city and local.

12.2.4.1 National Spatial Strategy 2002 – 2020 (NSS)

The National Spatial Strategy (NSS) is the national planning framework designed to co-ordinate future development and planning in Ireland in a sustainable manner. The main purposes of the NSS are, through closer matching of where people live with where they work, to sustain a better quality of life for people, a strong, competitive economic position and an environment of the highest quality.

The continued economic performance of the Greater Dublin Area (GDA) is identified as an essential driver in the realisation of these goals. However, it is acknowledged that the continued spread of the city physically, is counteractive to these goals. Therefore, the key objective in the further development of Dublin (and the GDA) should be the physical consolidation of the city, supported by effective land use policies. The NSS effectively prescribes that planning for the metropolitan area should promote high density and mixed use (economic, residential, civic, etc.) development, particularly along public transport corridors and within the city centre. The following are the key requirements of development in the GDA, to support the consolidation of the economic and habitable city:

- Effective integration of land use and transportation policy within the GDA;
- Facilitating the national roles of Dublin Airport and Dublin Port;
- Facilitating ease of movement of people and goods within the GDA, particularly through an effective public transport system;
- Supporting the city's capacity for innovation;
- Maintaining a high quality environment, and ensuring opportunities for outdoor recreation within easy access;
- Maintaining and investing in quality of life attractions of the city particularly in terms of education, healthcare, childcare, cultural and entertainment facilities;
- Eliminating areas of social deprivation and ensuring integrated development of areas in the future.

In summary, the NSS aims to achieve, through consolidation and redevelopment where possible, the highest possible density, quality and integration of land use in Dublin, especially on key transport corridors and junctions.

12.2.4.2 Greater Dublin Area Regional Planning Guidelines 2004 – 2016 (RPG)

The RPG proposes differing settlement strategy for the Metropolitan Area and the Hinterland Area of the GDA. A key element of the RPG is an increased emphasis on the concentration of future development into the Metropolitan Area and into designated development centres. Development within the Metropolitan Area will be consolidated, supported by a much-enhanced multi-modal transport system. For Dublin City Centre, this will require a further increase in overall residential development densities, with a high priority on the creation of elegant and exciting urban places, as well as measures to ensure priority for public transport. Further Strategic Policies relevant to the Docklands include:

- Strengthen the provision of retail in the Dublin City Centre as much as possible, focussing upon speciality and higher order comparison sectors.
- Develop the cultural role of Dublin City Centre.
- Economic development might be appropriately specialised in ways cognisant of the Metropolitan Area's unique competitive strengths. For instance, special zones or cluster locations could be identified where generous height limits for buildings

may be appropriate having regard to public transport accessibility and urban design criteria.

- Prepare urban design plans for renewal areas to ensure that intensification of development on sites can be achieved without negatively affecting amenity.
- Promote the location of quality employment and residential developments in proximity to each other in order to reduce the demand for travel and the dependence on private car transport.

12.2.4.3 Dublin City Development Plan 2005 – 2011 (DCDP)

The DCDP sets out a spatial strategy to steer future growth in both the inner and outer city. One of the three key initiatives of the strategy is of particular relevance:

- The expansion and consolidation of the city centre; the continued renewal and regeneration of the city core in an eastward direction (encompassing the docklands) and the westward direction (the area around Heuston Station). The DCDP states that the city is now embracing extensive underused dockland areas north and south of the river to the east of the city core where high quality mixed use urban quarters exploit the presence of water and bring the city in closer relationship to the Liffey and Dublin Bay.

Accordingly, the DCDP proposes a number of development measures, including:

- The extension of city centre zoning (Z5 “to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design, character and dignity”). The city centre zone extends from the Docklands in the east to Heuston Station in the west and encompasses the majority of the land area located within the Royal and Grand Canals.
- Implementation of The Dublin Docklands Area Master Plan 2003 (DAMP), which establishes the social and economic framework for the redevelopment of the area, identifying key strategic objectives and a range of policies. The aims of the master plan include the development of between 8,000 and 11,000 residential units and an increase in population of 25,000. Under the provisions of the Dublin Docklands Development Authority Act, 1997, (s.24(5)), there is a requirement for the DCDP to be consistent with the DAMP. Consultation between the two planning authorities during the preparation and review of the two plans has ensured consistency.

Among the **key driving themes** which underpin the vision of the DCDP are the following:

- *Connecting Dublin* -
 - Internationally/nationally/regionally/locally
 - Sectorally
 - Spatially
 - Electronically
- *Creating a Legible Urban Structure* - Creating clarity and ease of mental mapping through the identification of urban character areas in the inner city and Prime Urban Centres in the outer city.
- *Stitching in Economic and Cultural Clusters* - Understanding and using the dynamic energy of economic and cultural clusters.

Key Strategies to contribute to the realisation of these themes include:

- *Urban Structure* - Developing a coherent urban structure through the civic framework in the inner city and suburbs.
- *Character Areas* - Developing the character area concept as a dynamic tool to assist urban management and the planning process at the local level and to integrate economic and cultural cluster thinking into the spatial landscape.

Character area identification and development has been geared to promote diversity, build local identity and facilitate a focused area management approach.

- *Public Space* - Making the provision, design and maintenance of quality public space central in the urban development and regeneration programme. Exploiting valuable elements such as the river, major urban spaces and key pedestrian routes geared to create unity in how we use the city.
- *Development Frameworks* - Provision of guidance frameworks to co-ordinate development in key areas, specifically aimed at major regeneration that will deliver sustainable density and a compact city linked to public transportation.
- *Sustainable Density* - Rising to challenge of achieving sustainable density within development frameworks and in response to transport infrastructure.

In relation to high buildings, it is stated in the DCDP that the City Council recognises the growth of Dublin as a significant world financial / commercial centre and it is policy to allow for the development of high buildings in appropriate locations in order to promote investment, vitality and identity. The Council will consider the siting of high buildings in accordance with the principles and criteria enunciated in the document, *Managing Intensification and Change: A Strategy for Building Height*.

The North Lotts site and the Docklands Area as a whole, are strategically positioned and in an appropriate condition in terms of land use / development status to make a defining contribution to the realisation of these strategies for Dublin City.

12.2.4.4 Managing Intensification and Change – A Strategy for Dublin Building Height, 2002

The Strategy was commissioned by Dublin City Council in response to prevailing national and regional planning policy, and to growing pressure in the form of development proposals to increase city densities by building higher. The Strategy: (a) identifies character areas within Dublin based on city-wide topography and morphological patterns, (b) considers the condition of these areas in terms of availability and ownership of lands and the value of existing character, and (c) suggests policy for change in terms of high building development: *“Zones for change may vary from allowing minimum development to consolidate or retain the intrinsic character, to creating large scale new developments in brownfield sites, so creating new places”*.

The Docklands are identified as Character Area A, characterised by industrial use and new regeneration, harbour area and residential use sensitive to new development. A portion of the Docklands area, including North Lotts, is further categorised as a Large Brownfield Site, with potential for developing new morphologies and character due to a relative lack of contextual constraints: *“Areas such as Heuston or the Docklands with large under-utilised sites are development character areas with opportunity for considerable development (i.e. defined not by their historic value but also by use and an understanding of potential)”*.

In terms of specific building height guidance the Strategy refers to the Dublin Docklands Development Authority (DDDA) briefing, as expressed in the Master Plan (1997, since superseded by the 2003 Plan). Accordingly the Strategy suggests for the North Docklands area (including North Lotts) that buildings up to nine stories would allow for a full range of land uses to be accommodated. It is also suggested however that there is a possibility for high buildings, i.e. 20 – 30 stories, to contribute to the creation of a potential new character area.

Further guidance in the Strategy discriminates between individual high buildings and high building clusters, the former being relevant to this LVIA. The following criteria for identifying suitable locations for individual high buildings are proposed:

- *“Key focal or converging points within the road structure of the city wide plan;*
- *Primary public transport nodes which act as gateways for arrival into the city;*

- *Locations which capture continuous, long views across city-wide corridors – an opportunity often rare in traditional cities (e.g. the Liffey, the view from Mountjoy Square along Gardiner St to the Customs House and the view along Henry Street, Talbot Street to Connolly station present such possibilities)."*

Taking these criteria into account, the report identifies a site in the North Lotts Area as a potential high building location, roughly the site of the proposed National Conference Centre.

The Strategy stresses that high buildings fulfil primarily an image or landmark function in townscape terms and do not have a significant impact in terms of increasing density (i.e. the amount of accommodation or activity). The desire to promote or allow the development of single high buildings can therefore only be substantiated on the basis of image, change of city brand or for marketing reasons, etc.

In relation to building form, it is stated that the landmark value of high buildings relies on their uniqueness in addition to the form and height. A broad set of generic criteria are proposed:

- *"The footprint of the buildings in relation to height should result in a slender tower form;*
- *Any limitation in height should relate to minimum more than maximum height – limitation based on restructured views towards such buildings (i.e. from conservation areas) contradict the primary value of their landmark character;*
- *Design and use should reflect the urban design opportunities of such a landmark building;*
- *The total number of landmark buildings is critical in preserving their landmark character and intensity of city skyline."*

Finally, the Strategy states that through a policy of proactive planning and intensification, Dublin has the opportunity to:

- *"Enhance its existing character areas, allowing for high buildings as the exception but not the rule;*
- *Recognise changes in lifestyle for both work and living, and positively promote innovative building and property solutions...*
- *Improve urban quality by initiating proactive planning with landowners and investors for key sites, to jointly prepare a development strategy that enhances the value to the landowner and also contributes to the wider community interest."*

12.2.4.5 Dublin Docklands Area Master Plan 2003

The Master Plan is a statutory plan, which Dublin City Council and an Bord Pleanála are required to consider when assessing planning applications for development in the Area. The Master Plan sets out the economic, social and other issues relevant to the regeneration of the Docklands Area, and includes proposals to address those issues. It identifies portions of the Area where detailed proposals and plans for development, redevelopment, renewal or conservation are appropriate, and sets out urban design guidelines for the Area.

One of the four strategic priorities of the Dublin Docklands Development Authority, reflected in the Master Plan, is: "To achieve a genuine architectural legacy and landmarks".

Chapter six of the Master Plan addresses the civic design framework for the Area, with the primary focus on built form. The Plan recognises the wide diversity in character in the Area, which it suggests should be celebrated and reinforced. It articulates a number of guiding principles for urban design and architecture in the Area, including:

- *Context* – The essential elements of the existing street patterns and building lines, the quay walls and campshires areas are to be conserved. Only public transport and pedestrian linkages may induce change to these elements.
- *Variety* – the characteristic variety in the built environment should be conserved and articulated; homogeneity should be avoided.
- *Permeability* – Linkage of spaces, buildings and uses is key, particularly for pedestrian amenity. Main routes should be distinguished by exploiting vistas, key buildings and landmarks and making the functions of places visible.
- *Legibility* – Buildings should be proportionate in scale and height to the spaces between them. Care should be taken in the design of frontages, corners, entrances, etc.
- *Movement* – The primarily east-west linear orientation of movement in the area should be reinforced as an ordering strategy in the Docklands. A sequence of urban spaces and set-piece buildings would punctuate this order and act as nodes. The Point is identified as an existing focal point where new public or prominent buildings would be located for this purpose.
- *Scale and Height* – The prevalent two-storey development height, especially in the residential areas, is acknowledged. Significant departures from this should not take place in these areas. In peripheral areas where opportunities do exist for scale and height variation, the amenities of the residential areas should not be injured. The guidance of *Managing Intensification and Change* is identified, as well as the established principle of a high building at the Point Village, as articulated in the *Docklands North Lotts Planning Scheme 2002* (See below).
- *Materials* – A palette of robust materials characteristic of Dublin buildings is suggested as a cue for designers.
- *Architectural Design* – Detailed policy is considered inappropriate. The stated strategic priority of the Dublin Docklands Development Authority is however relevant, i.e. “To achieve a genuine architectural legacy and landmarks”.
- *Open Space* – The form giving and ordering potential of the hierarchy of public and semi-public open spaces is central to the urban design strategy of the area.

12.2.4.6 Docklands North Lotts Planning Scheme, July 2002

The North Lotts Scheme was approved by the Minister for the Environment and Local Government in 2002 and is presently in process of development. The Scheme as approved by the Minister can be considered the status quo of the North Lotts area, and thus the basis for assessment of the present proposal for the Point Village.

The North Lotts Scheme adheres to the guiding principles of the Docklands Master Plan 1997 (updated in 2003, as outlined above). It sets out an orthogonal street and block structure with a clear hierarchy of transport routes and open spaces. Guidelines for building heights allow for a range in height from five to effectively 10 stories (10th a feature storey), with strong street continuity to reinforce the urban structure. Special provision is made for landmark buildings at Spencer Dock, Station Square and notably, at the Point Square, to terminate the Mayor Street axis. It is stated that the building height shall be no greater and no less than 60m, and that the architecture of this unique building shall be required to display particular beauty and grandeur. The present development proposal, the subject of this LVIA, seeks to have this restriction in height removed to allow for a building of up to 130m. Section 3 below describes the development proposal.

12.2.4.7. Relevant proposed developments

Whilst much of recent Dublin City development and in particular recent development in the Docklands is comparative to the scale, form and uses generally proposed in the North Lotts Amended Planning Scheme, there are a number of local and citywide precedent and approved developments which, although currently unbuilt should be considered as part of the assessment of the proposed landmark 130m tower in the Scheme. This tall building would be a new form but not ultimately alone on the Dublin City skyline and cumulative impact needs to be considered of the overall change

occurring with tall buildings on a generally low-rise skyline. The related developments to be considered in this regard include:

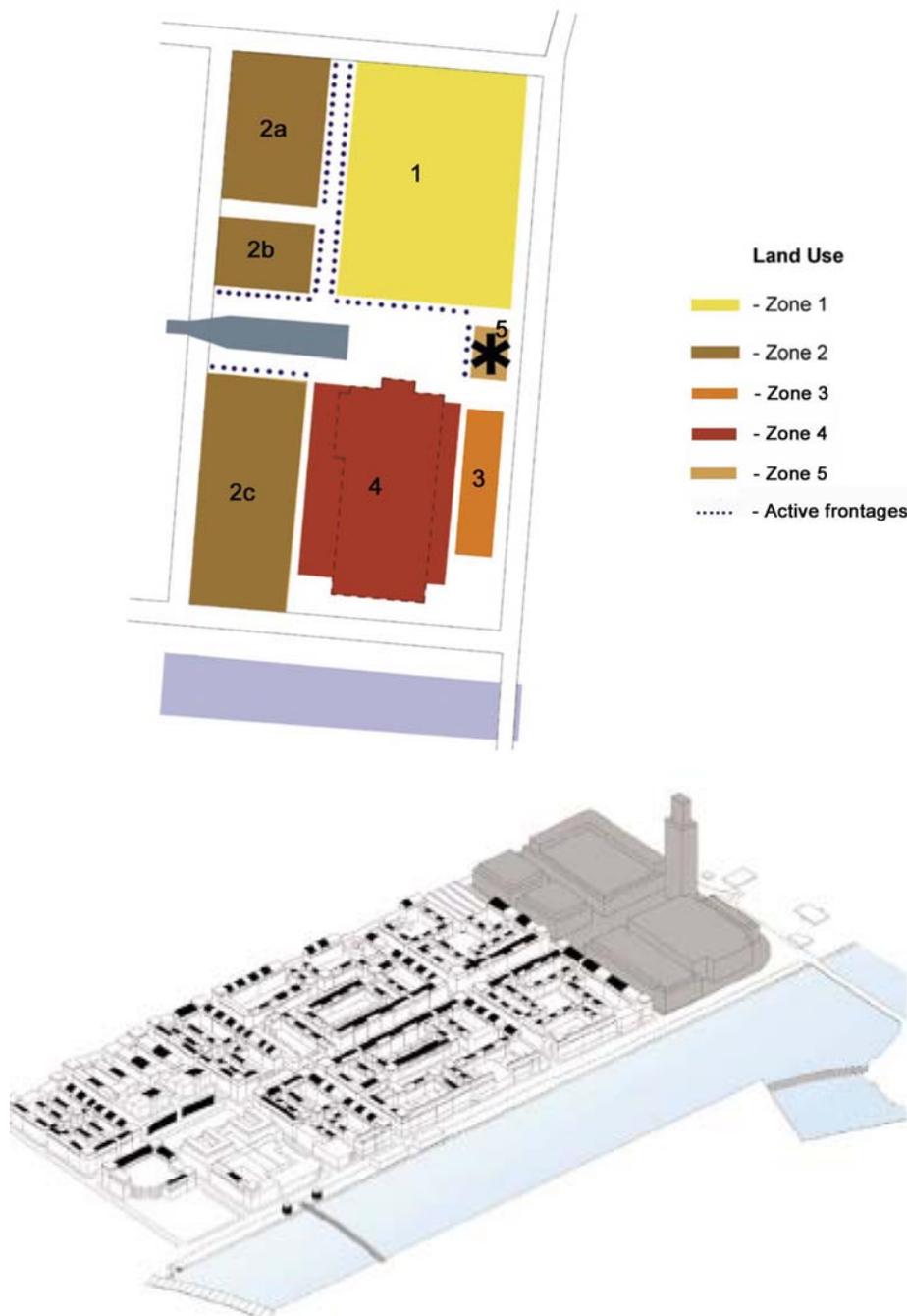
- Merchants Gate Development to the rear of North Lotts
- Tara Street Station Development
- Grand Canal Tower
- Conference Centre
- Smithfield
- Guild Street/Macken Street Bridge

12.3.0. Section 3 Proposed Development

The key components of the proposed development are discussed below in consideration of their potential landscape and visual impact, with reference to the relevant policy outlined in Section 2.4 above. Mitigation measures incorporated in the process of planning the proposal are discussed where appropriate. The proposal is addressed in terms of *site planning* and *building scale and height*, with specific reference to the guiding principles articulated in the Master Plan 2003, against which the appropriateness of the proposed development will eventually be measured.

12.3.1 Site Planning

Figure 6 Proposed Development Layout and Indicative Axonometric View



The proposed development layout, as indicated on **Figure 6**, corresponds with the Master Plan 2003 guiding principles, with little deviance from the approved North Lotts Scheme 2002:

- The street and block structure is derived from the pattern as set out in the establishment of the North Lotts. The Site, or Point Village, occupies the easternmost block lying perpendicular to the Liffey and quays, divided into two by Mayor St, an emerging urban boulevard running parallel to the River.
- The buildings are set back from the boulevard as it terminates in the Site, forming a large urban square, Point Square, effectively the eastern node of a linear route stretching from Heuston Station at the west of the city centre. This complements and facilitates the established linear east-west orientation of movement in the North Lotts area.
- The status of Point Square is reinforced by the extension of the LUAS line to that point. The combination of pedestrian, cycle and public transport (tram and bus) access, in turn providing access to regional (DART) and national rail, as well as the Site location relative to Dublin Port and the East Link Bridge, contribute to the Site's status as a transport node of regional significance.
- Lateral pedestrian routes are formed between subdivisions of the Point Village (e.g. between Zones 2c and 4 and between Zones 3 and 4), providing permeability and ease of movement specifically in relation to the Liffey and North Quays.

12.3.2 Building Scale and Height

The Site plan divides the Site into seven distinct development zones. In accordance with the Master Plan 2003 zoning, the use of these buildings is to be varied, to achieve the desired 'mixed services' centre. Also in accordance with the Master Plan the characteristic variety in the built environment is to be promoted.

In the absence of detailed architectural design proposals for the buildings, only their use, form and height can be addressed in this study. Each development zone is discussed individually below.

12.3.2.1 Zone 1

This area / building is to contain a mix of commercial uses including a major retail element (street-front shops and inner mall) on the lower floors, a cinema complex etc. It will be primarily six stories in height, with possibly an additional two stories over the elevations fronting East Wall Road and Sheriff Street. The south and west elevations are to function as 'active frontage', i.e. they are to contain a mix of shops, restaurants, cafés etc. opening onto the square / street and be designed so as to promote on-street activity. The main commercial entrances (to the inner mall and cinema) will be from Point Square. This (south) elevation will respond in height and design to the Point Theatre building (Zone 4) across the square. There will be additional entrances off East Wall Road, primarily serving the upper floors, for commercial / business use.

12.3.2.2. Zone 2

The buildings occupying Zones 2a, 2b and 2c are to be primarily residential, but will also incorporate a commercial element, on the lower floors only in the case of 2a and 2b, and occupying the majority of the building in 2c (which has North Quays frontage). The elevations fronting Point Square and the link to Sheriff Street are also to function as 'active frontage', designed to promote on-street activity. The buildings in 2a and 2b will thus act in tandem with Zone 1 to create an outdoor mall of the link between Point Square and Sheriff Street. All three buildings are to be primarily seven stories if residential or in height, with possibly an additional two stories over the elevations fronting Sheriff Street (2a) and the North Quays (2c) i.e. up to a maximum of 9 stories.

12.3.2.3. Zone 3

This area / building is to be commercial in use only, and possibly linked, physically and in function to the Zone 5 building. The building is to be five stories in height. In tandem with the east elevation of the Point Theatre it will enclose a glazed-roofed street linking Point Square to the North Quays. This is to form an important pedestrian access to the Point Village. The narrow south elevation will be integrated in design with the south façade of the Point Theatre. Together they will form an important façade and entrance to the Point Village, presenting as they do to the East Link Bridge and North Quays.

12.3.3.4. Zone 4

This area incorporates the Point Theatre, the use of which will be retained and enhanced by sensitive renovation. The historic elements of the building are to be retained in full and the modern additions (upper levels) altered to integrate with the architectural style of the Point Village as a whole. A roof height of approximately 28m is envisaged for the redeveloped Point Depot. The important south and north elevations fronting the North Quays and Point Square respectively, i.e. the main entrances, will remain exposed. The long east façade is to be retained, forming one wall of the glazed roofed street between the Theatre and the adjacent Zone 3 (commercial) building. There will be a distinct juxtaposition of old and new architecture in this area.

It is envisioned that the south elevations of the Zone 2c, Zone 3 and Zone 4 buildings, i.e. the combined Point Village façade fronting the Liffey and North Quays, will be designed as a unified entity with the Point Theatre façade and entrance retained within this elevation as the dominant feature. This combined elevation, significantly larger in scale than the existing Point Theatre façade, will form a prominent river-front feature, contributing to the legibility of the Docklands Area and the city as a whole. The north elevation of these three buildings, i.e. that fronting the Point Square, will receive similar treatment.

12.3.3.5. Zone 5

This area is identified as the Point Square 'landmark building', situated as it is at the terminus of the Mayor Street urban boulevard, which itself is an extension of a linear east-west route beginning at Heuston Station. The building is to be 130m in height (100m to the 'shoulder') in accordance with its strategic location defining the eastern extent of the city centre and a transport node of regional significance (Refer to 2.4.3-5 above). The small footprint of the building in relation to its height results in a slender tower form. The height relates to the scale of the open space that the building defines / encloses, i.e. not only the Point Square but also the Mayor Street Boulevard extending from the IFSC to the Square. The building is to be integrated with its immediate surroundings by use in that the lower floors are to serve as 'active frontage', promoting activity on the Square. It will also be integrated in form and

function with the adjacent Zone 3 building alongside the Point Theatre. This building will serve more than any other in the proposed development to improve permeability (by indicating various transport routes including Mayor Street and the East Link) and legibility (by establishing a new city-wide landmark).

12.4.0 Section 4 Potential Impact of the Proposal

12.4.1 Landscape Impact

Potential landscape impact is assessed based on the likely nature and scale of changes to individual landscape elements and characteristics (and the consequential effect on landscape character) and the sensitivity of the landscape resource. Existing trends of change in the landscape and particularly, policy for future development, are taken into account.

The sensitivity of the landscape resource is a function of its land use, landscape patterns and scale, visual enclosure and distribution of visual receptors and the value placed on the landscape (Refer to 1.1). The landscape sensitivity of the proposed development's receiving environment is classified as Medium: It exhibits positive character but has evidence of ongoing alteration to key elements and characteristics (including land use, landscape patterns and scale, and visual enclosure) through the introduction of new features resulting in an area of (intended) mixed character. It is therefore potentially sensitive to landscape change but can accommodate alteration that positively reinforces its emerging mixed use character.

The scale or magnitude of landscape effects (or the quantity of change) to be imposed on the landscape by the development is classified as Medium: There will be partial loss of or alteration to one or more key elements or features (existing land uses and buildings), and or introduction of elements (proposed land uses, buildings, open spaces) that may be prominent but may not necessarily be considered to be substantially uncharacteristic in the context of the receiving environment.

The significance of the landscape impact of the proposed development is thus Medium (Refer to **Figure 1**) and based on the following policy considerations the landscape impact is classified Beneficial:

- The National Spatial Strategy aims to achieve, through consolidation and redevelopment where possible, the highest possible density, quality and integration of land use in Dublin, especially on key transport corridors and junctions. It articulates a number of key requirements of development in the GDA, including support of the city's capacity for innovation, maintenance of a high quality environment, investment in quality of life attractions in the city and the elimination of areas of social deprivation through integrated development of areas.
- The Regional Planning Guidelines seek an increased emphasis on the concentration of future development into the Metropolitan Area and into designated development centres, such as the Docklands. For Dublin City Centre, there is a requirement for a further increase in overall residential development densities, with a high priority on the creation of elegant and exciting urban places, as well as measures to ensure priority for public transport.
- The Dublin City Development Plan seeks the expansion and consolidation of the city centre through the continued renewal and regeneration of the city core in an eastward direction (encompassing the docklands). This will involve the development of high quality mixed use urban quarters exploiting the presence of water and bringing the city into closer relationship to the Liffey and Dublin Bay. The DCDP articulates key strategies including the development of coherent urban structure, reinforcement of character areas, providing quality open space and increasing densities to support transport infrastructure. It states that in recognition of Dublin's status as a significant world financial / commercial centre it is policy to allow for the development of high buildings in appropriate locations in order to promote investment, vitality and identity. The Council will consider the siting of high buildings in accordance with the principles and criteria enunciated in the document, Managing Intensification and Change.

- Managing Intensification and Change – A Strategy for Dublin Building Height, 2002 classifies the North Lotts area as a Large Brownfield Site, with potential for developing new morphologies and character due to a relative lack of contextual constraints. It suggests that there is a possibility for high buildings, i.e. 20 – 30 stories to contribute to the creation of new character areas. The Strategy stresses that high buildings fulfil primarily an image or landmark function in townscape terms. Ideal sites include key focal or converging points within the road structure of the city, primary public transport nodes which act as gateways for arrival into the city, and locations which capture continuous, long views across city-wide corridors.
- The Dublin Docklands Area Master Plan 2003 seeks to achieve a genuine architectural legacy and landmarks. It recognises the wide diversity in character in the Area, which it suggests should be celebrated and reinforced. The Master Plan zones the Point Village Site for the provision of improved mixed service facilities. It demands also that context, variety, permeability, legibility, movement and open space should be respected and enhanced by development.

Poised between Dublin Port, the historic City Centre and having good road and public transport access, the Docklands area occupies a key location within Metropolitan Dublin, within the GDA and within the island of Ireland as a whole. If the NSS is to be successfully implemented, a site such as the Point Village requires optimal (highest intensity) development, both as a means to physically achieve consolidation and as a symbolic catalyst for future city and national development.

The proposed Point Village development complies with the requirements of the various policy documents in terms of land use mix and intensity, and accessibility. Significantly, the development provides an opportunity for the reinforcement of a new inner city quarter (North Lotts), characterised by quality open space and landmark architecture (the Point and the proposed high building in particular).

12.4.2. Visual Amenity Impact

Based on the assessment of the landscape and in consideration of the sensitivities identified in the DCDP (Refer to 2.3.2), 23 viewpoints were selected for assessment of visual amenity impact. These are divided into three categories, namely the *Immediate Receiving Environment*, *Historic and Key City Locations*, and *City Gateways*. **Figure 7** below indicates the viewpoint locations.

Table 1 Viewpoints for Visual Impact Assessment

No.	Cat.	Location / Description	Distance from Site
1	Immediate Receiving environment	Russel Avenue East, East Wall	778m
2		East Road, East Wall	538m
3		East Wall Road (R131), East Wall	327m
4		East Link (R131)	318m
5		Dodder Bridge, Ringsend Road, Grand Canal Docks	716m
6		Sir John Rogerson's Quay, South Quays	1225m
7		Talbot Memorial Bridge	1592m
8		Mayor Street, IFSC	1458m
9		Seville Place	1766m
10	Historic / Key City Locations	Blessington Street, North City Centre	2954m
11		Howth Head	9883m
12		South Wall	3502m
13		Baggot Street Bridge, Grand Canal	1947m
14		Fitzwilliam Street	1937m
15		Trinity College	1948m
16		O'Connell Street Bridge	2089m
17		City Hall, Dame Street	2624m
18		Grattan Bridge, Capel Street	2685m
19	Guinness Storehouse	3809m	
20	City Gateways	Clontarf Road, Clontarf	2476m
21		Beach Road, Sandymount	1890m
22		Dun Laoghaire Harbour, West Pier	7769m
23		Con Colbert Road	6011m

The potential visual impact on each viewpoint is assessed below, based on the degree / quantity of change to the field of view (towards the site) which would result from the proposed development and the sensitivity of the visual receptors at that location.

Not all of the viewpoints assessed will experience impact - beneficial, neutral or adverse - as a result of the development. From some locations, notably the majority of those identified as sensitive to high building developments in the DCDP (and thus considered pertinent to this study), the building is not visible at all. Photographic and graphic evidence is nonetheless presented for these viewpoints as evidence of this conclusion.

For each viewpoint that will be affected by the development the field of view towards the Site is briefly described, and illustrated with a wide-angle photograph. The proposed change is also described and illustrated with a line drawing indicating the location and scale of the proposed buildings of the draft amended North Lotts Planning Scheme. These line drawings reflect an interpretation of the maximum height indicated in the draft Scheme. Finally a conclusion is made as to the predicted visual amenity impact.

The cumulative impact of relevant development is commented on and for a number of views the impact of the nearby Grand Canal Tower illustrated.

Figure 7a Location of Viewpoints for Visual Impact Assessment



Figure 7b Location of Viewpoints for Visual Impact Assessment



12.4.2.1 Viewpoint 1 – Russel Avenue East, East Wall

Existing View

This view is taken from small green/play area in a traditional residential housing area in East Wall. The small public space exhibits a high degree of enclosure in the foreground, with no long distance views afforded. The homogenous pattern of 1930s two storey terraces defines the local landscape character as an intimate and domestic place with single storey inner city cottages visible in the middle ground. The street lamps and telephone poles trace a largely undistinguished skyline of pitched tiled and slated roofs and chimneys. Evidence of the changes ongoing in the Dockslands area is provided by the cranes visible in the distance and the distant view of the Charlotte Quay development at Grand Canal Basin.

Proposed Change

The proposed high building would protrude well above the existing relatively low-rise skyline, becoming the dominant feature or focal point of the view. The remainder of the Scheme would only be slightly visible above the rooftops to in the centre of the view. The Scheme would contrast with the low rise and domestic scale of the foreground housing however its prominence and orientation would clearly indicate a location of significance in the urban structure, linking East Wall visually to a key focal point and new local town centre for the area in Point Square.

Visual Impact

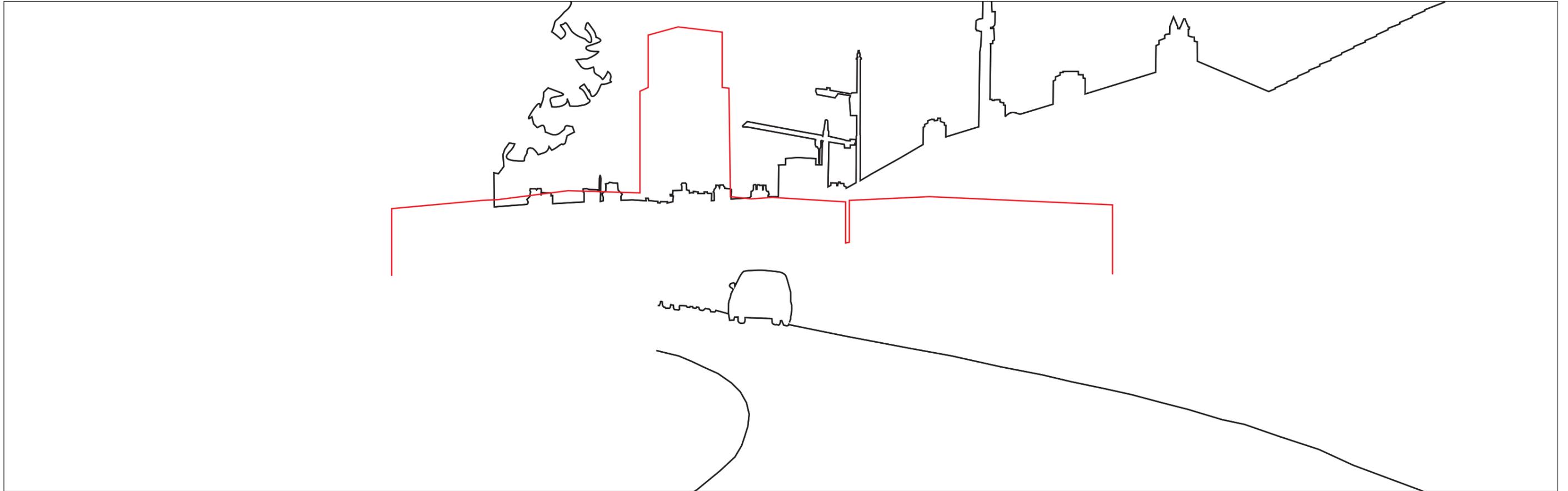
Being a public road through a residential area the viewpoint sensitivity is considered high. Whilst the lower elements of the proposed Scheme would only be partly visible the magnitude of change which will arise from the proposed high building is high. The significance of the impact is thus High (Refer to **Figure 1**). Whilst acknowledging the change in scale and possible increased sense of overlooking for residents, there is also a wealth of supporting policy for a landmark building of a quality design in the Docklands. The proposed tower would create an enhanced sense of place and link to a high quality neighbouring service centre created. This localised highly significant impact is thus classified as Neutral.

Cumulative Impact

From this location the proposed Grand Canal Tower would be only a minor further feature to the right (south) of the North Lotts tower. The proposed Merchants Gate development would not be perceivable. The overall cumulative impact would be created by the scheme itself and the significance remain, as above High and Neutral.

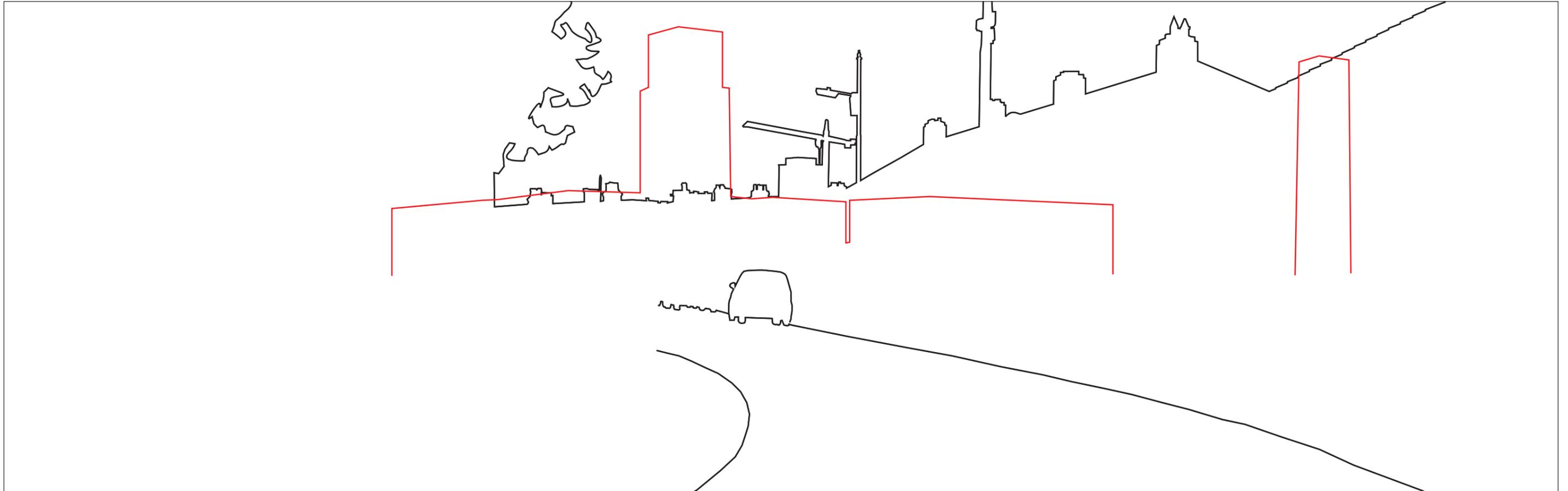


73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°





73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS
- Cumulative Impact showing Grand Canal Tower

Immediate Receiving Environment

View from Russell Avenue East, East Wall: VIEW C1

12.4.2.2 Viewpoint 2 – East Road, East Wall

Existing View

The view is taken from East Road on a bridge over the industrial railway giving access to North Lotts, the North Quays and the City Centre from East Wall. The elevated location affords a panoramic view. Towards the south east the extensive foreground industrial yards and sheds are prominent and constitute a distinct character area. The emerging Grand Canal Docks quarter south of the Liffey protrudes above the foreground buildings. These buildings define the skyline, along with the Poolbeg chimneys which are also prominent in the distance. It is notable that the North Docklands including North Lotts can not be distinguished in the view.

Proposed Change

The proposed high building and the Point Village would protrude well above the existing skyline elements, becoming the dominant feature of the view, but without obscuring or detracting from any existing features. The prominence and orientation of the high building in particular would clearly indicate a location of significance in the urban structure, adding to the legibility of the landscape as experienced at this location.

Visual Impact

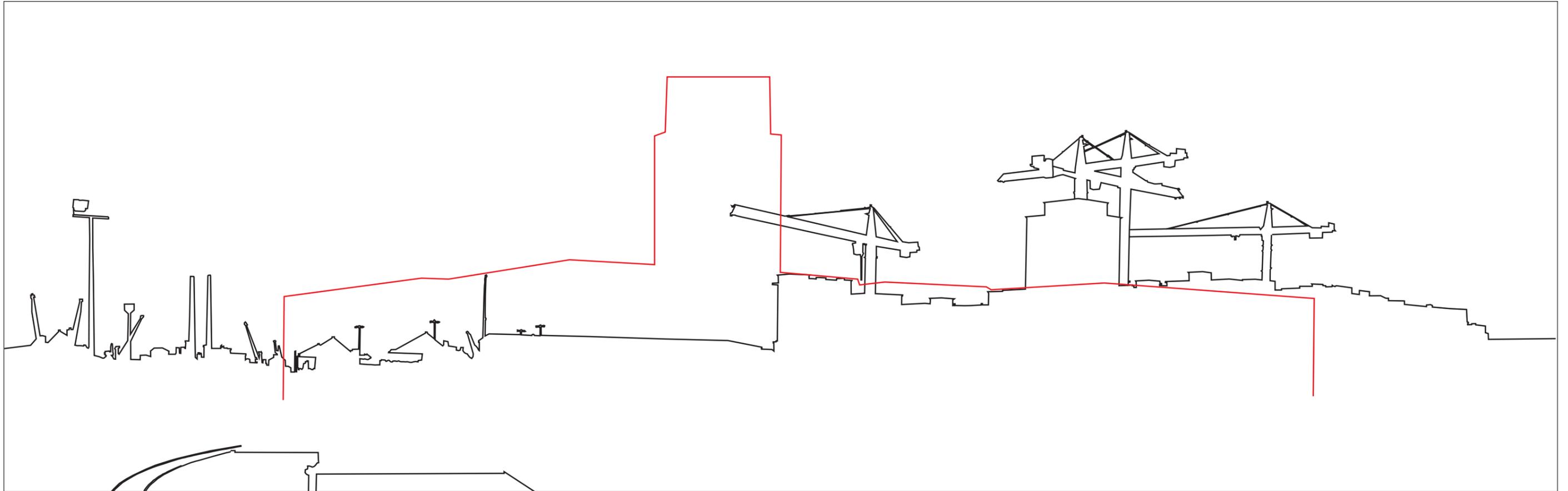
Being a public road through an industrial area, affording a view of a rapidly modernising (and rising) city landscape, the viewpoint sensitivity is considered low. The magnitude of change which will arise from the proposed Scheme and the high building is high. The significance of the impact is thus Low (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building and the lack of any tangible negative effect to arise in an otherwise unremarkable view, the impact is Beneficial.

Cumulative Impact

From this location the proposed Grand Canal tower would be visible to the rear of the North Lotts tower. The proposed Merchants Gate development would also be partly visible to the north (left) of the railway. The overall cumulative impact would be substantially additional to that created by the Scheme itself and bearing in mind the positive change inherent in all the developments the significance would remain, as above, Low and Beneficial.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS

Immediate Receiving Environment

View from East Road(R131), East Wall: VIEW 2

12.4.2.3 Viewpoint 3 – East Wall Road (R131), East Wall

Existing View

The view is taken from the road heading south from the Dublin Port entrance towards the East Link. The road functions as an important city gateway, giving access from the Dublin Docks. The foreground is dominated by traffic on the busy R131 road. In the middle distance the roofline of the Point Theatre can be discerned and beyond that (obscured by the green lorry) the emerging tall buildings of the Grand Canal Docks quarter are prominent in a relatively undistinguished skyline. The lack of legibility in the landscape is notable at this location, with few visual indicators of the city centre.

Proposed Change

The proposed high building would protrude well above the existing skyline elements, becoming the dominant feature of the view, but without obscuring or detracting from any existing features. The adjacent Point Village and Zone 1 would equally create a dominant new urban form within this viewpoint. The prominence and orientation of the high building and associated development would clearly indicate a location of significance in the urban structure, adding to the legibility of the landscape as experienced at this location.

Visual Impact

Although the R131 functions as a gateway to the city, it affords a view of poor quality, distinctly lacking in legibility presently. The viewpoint sensitivity is considered low. The magnitude of change which will arise from the amended Scheme and proposed high building is high. The significance of the impact is thus Low (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building and the lack of any tangible negative effect to arise in an otherwise unremarkable view, the impact is Beneficial.

Cumulative Impact

From this location the proposed Grand Canal tower would be visible to the rear of the North Lotts tower. The proposed Merchants Gate development would not be visible. The overall cumulative impact would be additional to that created by the Scheme itself and bearing in mind the positive change inherent in all the developments the significance would remain, as above, Low and Beneficial.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



12.4.2.4 Viewpoint 4 – East Link (R131)

Existing View

The R131 approaching the East Link Bridge affords a panoramic view over the Liffey to its northern bank. The road orientation and middle distant buildings in the Grand Canal Docks area obscure the historic city centre from the view. The river / harbour in the foreground is the dominant feature of the view. Beyond that the Point Theatre is prominent along with the extensive industrial lands associated with Dublin Port. The Theatre, particularly its modern upper level additions, and various Dublin Port buildings and structures, define the skyline.

Proposed Change

The proposed high building would protrude well above the existing skyline elements, becoming the dominant feature of the view with the proposed new buildings in Zone 2c and the redeveloped Point itself. No existing features would be obscured. Whilst the Point Theatre would appear dominated by the height of the building, the proposed development of the Point Theatre itself and the remainder of the proposed Scheme would step the surrounding development around the tall building. Its prominence and orientation would clearly indicate a location of significance in the urban structure, adding to the legibility of the landscape as experienced at this location.

Visual Impact

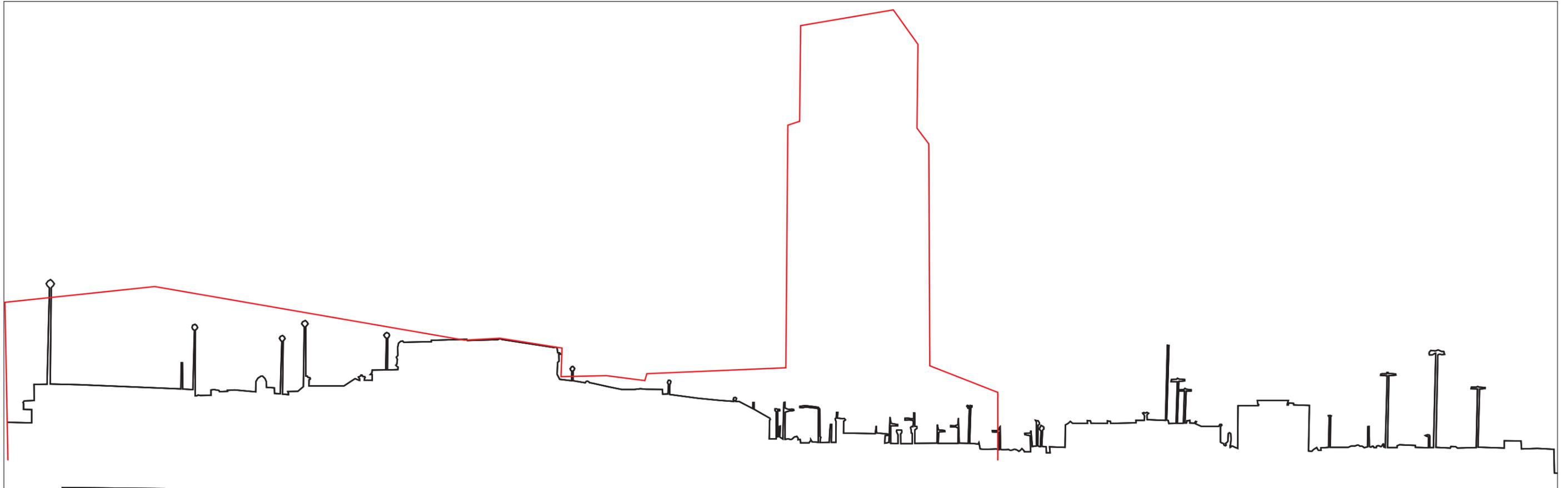
The road affords a view of a rapidly modernising city landscape adjacent to the extensive port industrial area. The viewpoint sensitivity to new development is thus considered low. The magnitude of change which will arise from the proposed high building and the scheme is high. The significance of the impact is thus Low (Refer to **Figure 1**). The beneficial addition of a landmark building and associated development to the view would be balanced by its potentially dominating effect over the Point Theatre, resulting in a Neutral impact.

Cumulative Impact

From this location the proposed Grand Canal tower would not be visible. The proposed Merchants Gate development would be visible to the north (right) of the Scheme. The overall cumulative impact would be substantially additional to that created by the Scheme itself and bearing in mind the positive change inherent in all the developments and the more balanced change achieved cumulatively, the significance would be Low but also Beneficial i.e. the cumulative impact has a mitigating impact on the isolated impact of the Scheme itself.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS

Immediate Receiving Environment

View from East Link (R131): VIEW 4

12.4.2.5 Viewpoint 5 – Dodder Bridge, Ringsend Road, Grand Canal Docks

Existing View

The Dodder River feeding into the Grand Canal Docks is prominent in the foreground. On the east bank of the river a local authority flats complex and a more recent, taller apartment development obscure views to the east towards Dublin Bay. The presently underutilised Grand Canal Docks area to the west of the river is unremarkable, but the emerging high intensity, high rise mixed use quarter will dominate the view in time. In the distance beyond the Liffey the first of the new North Lotts developments, an extensive apartment complex, is visible. The view and the skyline are presently undistinguished.

Proposed Change

The proposed high building would protrude well above the existing skyline elements, becoming a prominent feature of the view without obscuring or detracting from any existing features. Most of the remainder of the North Lotts scheme would not be visible however Zone 2c would create a new large built form at the focal point of the view on the North Quay. Its prominence and orientation would clearly indicate a location of significance in the urban structure, i.e. the eastern extent of the city centre, adding to the legibility of the landscape as experienced at this location. In addition, with the construction of the approved high buildings in the Grand Canal Docks quarter, the proposed building would serve to frame a view of the North Lotts area, making a visual connection across the Liffey which is presently lacking.

Visual Impact

The public road location affords a view of a rapidly modernising (and rising) city landscape, presently in an underutilised and visually unremarkable condition. The viewpoint sensitivity is considered low. The magnitude of change which will arise from the proposed high building is high. The significance of the impact is thus Low (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building, the lack of any tangible negative effect, and ultimately a positive effect in terms of legibility, the impact is Beneficial.

Cumulative Impact

From this location the proposed Grand Canal tower would be fully visible. The proposed Merchants Gate development would not be visible. The cumulative impact of the sister towers would be substantially additional to that created by the Scheme itself and create a landmark group of gateway towers associated with the city's waterways. The positive change inherent in all of the developments is added to by the iconic grouping of the two towers in this view. The significance would be, as above, Low and Beneficial.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS

Immediate Receiving Environment

View from Dodder Bridge, Ringsend Road, Grand canal Docks: VIEW 5

12.4.2.6 Viewpoint 6 – Sir John Rogerson’s Quay, South Quays

Existing View

The broad Liffey dominates the view from the South Quays. Beyond that the existing IFSC buildings are prominent, of varying style but similar scale and height, defining the skyline. Several retained historic North Lotts buildings are distinguishable including the modern roof addition of the Point Theatre in the distance. The strong urban structure established by the existing IFSC developments deteriorates rapidly towards the Docks, the remaining historic structures lacking the scale to effectively define the eastern extent of the inner city.

Proposed Change

The proposed high building would protrude well above the existing distant skyline elements, becoming a prominent feature of the view without obscuring or detracting from any existing features. It is appropriately proportioned as a terminating feature of the IFSC / North Lotts character area. Its prominence and orientation would clearly indicate a location of significance in the urban structure, i.e. the eastern extent of the city centre, adding to the legibility of the landscape as experienced at this location. The lower elements of the Scheme would step the tall building down to the surrounding townscape to which they clearly relate in scale and form in this view..

Visual Impact

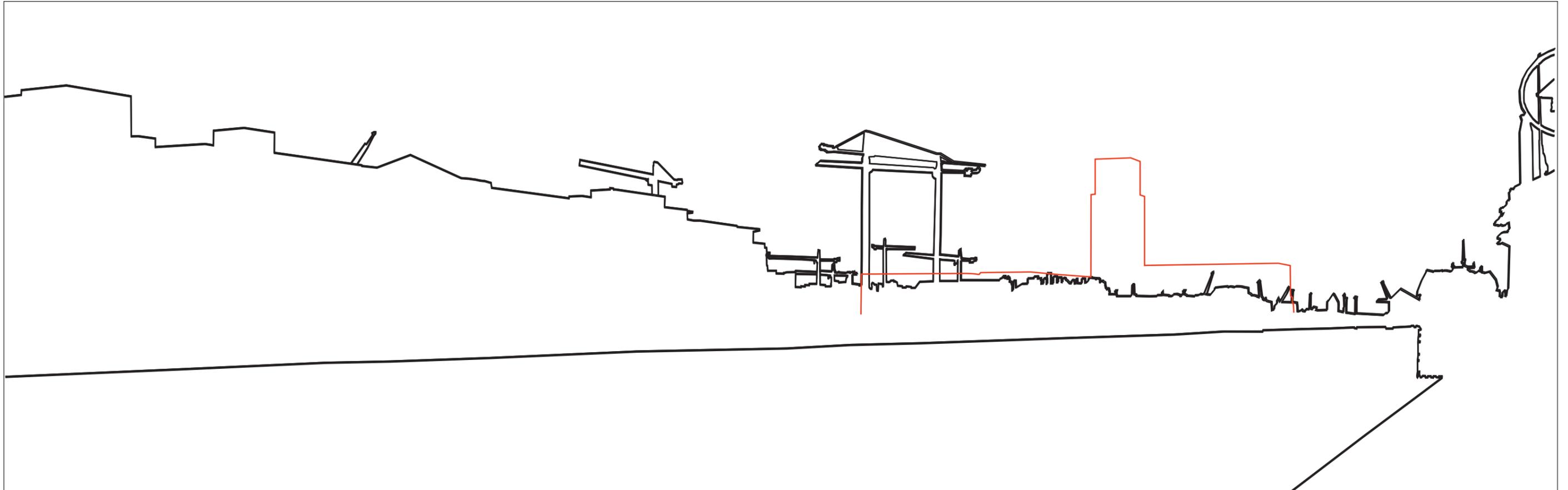
The prominent city centre location affords a view (eastwards) of a rapidly modernising (and rising) city landscape, in contrast to the westward view of the historic city centre. The viewpoint sensitivity is considered high. The magnitude of change which will arise from the proposed high building is high, but will be significantly reduced in time (to medium) with the construction of Spencer Docks and other approved North Lotts developments as well as the Grand Canal Docks quarter. The significance of the impact is nonetheless High (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building, the lack of any tangible negative effect, and ultimately a positive effect in terms of legibility, the impact is Beneficial.

Cumulative Impact

From this location the proposed Grand Canal tower would not be visible. However the context of the proposed Scheme will change dramatically over the coming years with the construction of the proposed landmark Macken St Guild St Bridge designed by Santiago Calatrava, the proposed landmark Conference Centre at Spencer Dock and the general redevelopment and modernisation of the North Lotts area. The cumulative impact of the associated development would be substantially additional to that created by the Scheme itself and create a high quality and contemporary townscape in this view. The positive change, inherent in all of the individual developments, is enhanced by their close association in this view. The significance would continue, as above, High and Beneficial.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



12.4.2.7 Viewpoint 7 – Talbot Memorial Bridge

Existing View

The view is dominated by the Liffey flowing east towards Dublin Bay. The recently installed pedestrian bridge is prominent in the middle distance. To either side of the broad, landscaped campshires the modern Docklands buildings fronting the river are prominent, of varying style but similar scale and height, defining the skyline. Several retained historic North Lotts buildings are distinguishable including the modern roof addition of the Point Theatre in the distance. The construction activity suggested by the number of cranes present in the view illustrates the changing character of the area.

Proposed Change

The proposed high building would protrude marginally above the existing skyline elements, becoming a prominent feature of the view without obscuring or detracting from any existing features. The Scheme itself would extend the existing building line along the North Wall. The tall building is appropriately proportioned as a terminating feature of the IFSC / North Lotts character area. Its prominence and orientation would clearly indicate a location of significance in the urban structure, i.e. the eastern extent of the city centre, adding to the legibility of the landscape as experienced at this location. In addition, with the construction of the approved high buildings in the Grand Canal Docks quarter, the proposed building would serve to balance and frame a view along the Liffey toward Dublin Bay and create a distinct gateway effect.

Visual Impact

The prominent city centre location affords a view (eastwards) of a rapidly modernising (and rising) city landscape, in contrast to the westward view of the historic city centre. The viewpoint sensitivity is considered high. The magnitude of change which will arise from the proposed high building is medium, but will be significantly reduced in time (to low) with the construction of Spencer Docks and other approved North Lotts developments as well as the Grand Canal Docks quarter. The significance of the impact is Medium (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building, the lack of any tangible negative effect, and a distinctly positive effect in terms of legibility of the urban structure, the impact is Beneficial.

Cumulative Impact

From this location the rapidly developing cityscape would show the proposed Grand Canal tower, the proposed landmark Macken St Guild St Bridge designed by Santiago Calatrava, the proposed landmark Conference Centre at Spencer Dock and the general redevelopment and modernisation of the North Lotts. The cumulative impact of the associated development would be substantially additional to that created by the Scheme itself and create a high quality and contemporary townscape in this view already established to the Custom House Quay visible to the left (north) of the view. The positive change, inherent in all of the individual developments, is enhanced by their close association in this view. The significance would continue, as above, Medium and Beneficial.

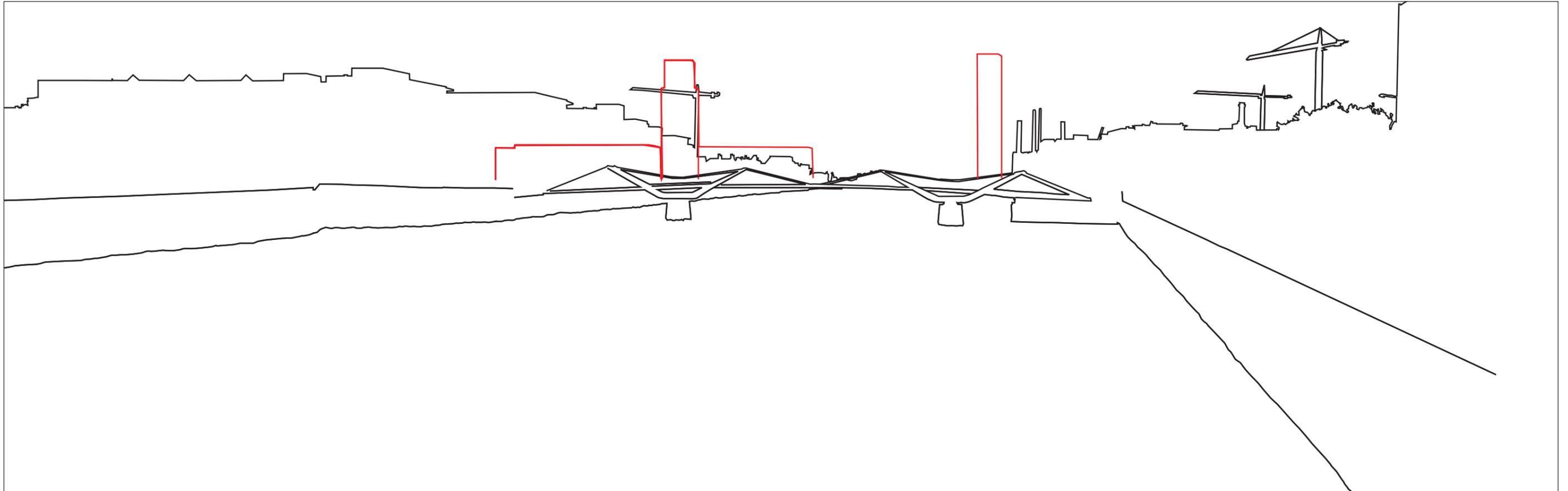


73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°





73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS
- Cumulative Impact showing Grand Canal Tower

Immediate Receiving Environment

View from Talbot Memorial Bridge: VIEW C2

12.4.2.8 Viewpoint 8 – Mayor Street, IFSC

Existing View

The view east along Mayor Street from the IFSC is dominated by the foreground street-side buildings, which along with various items of street furniture in the open spaces, define the skyline. The street and place definition provided by the buildings fades notably in the distance, where various port infrastructure are discernible, framed by the foreground buildings.

Proposed Change

The proposed high building would protrude well above the existing skyline elements, becoming a prominent central feature and focal point of the view, framed by the strong building line established to each side of the Mayor Street 'boulevard'. Its addition to the landscape would not obscure or detract from any existing features. However it would contribute to a greater sense of physical and visual enclosure. The building is appropriately proportioned as a terminating, landmark feature of the IFSC / North Lotts, giving prominence to the Point Village in the context of the emerging character area. Legibility of the urban form would be improved accordingly. The remainder of the amended Planning Scheme would not be perceivable from this location.

Visual Impact

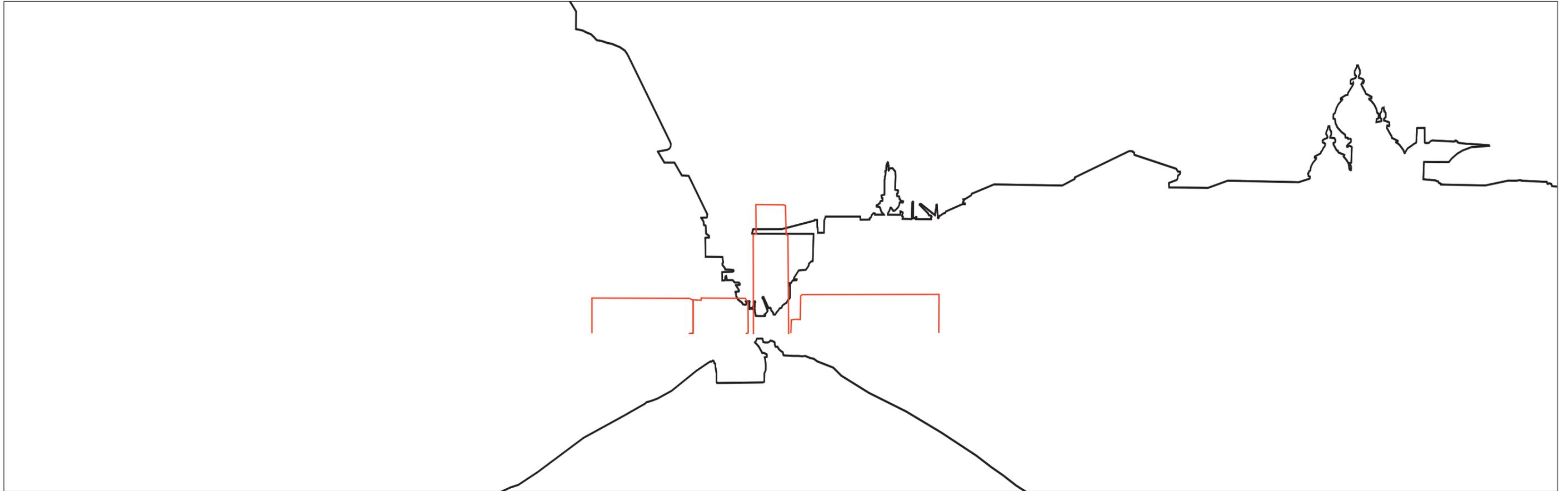
The emerging modern city centre location affords a view of a rapidly changing landscape characterised by high intensity use. Visual receptors are generally at their place of work or engaged in activities such as shopping. The viewpoint sensitivity with regards to the form of development proposed is low. The magnitude of change which will arise from the proposed high building is high. The significance of the impact is Low (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building, the lack of any tangible negative effect, and a distinctly positive effect in terms of legibility of the urban structure, the impact is Beneficial.

Cumulative Impact

The cumulative impact of similar proposed development in the area would be not be perceivable.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

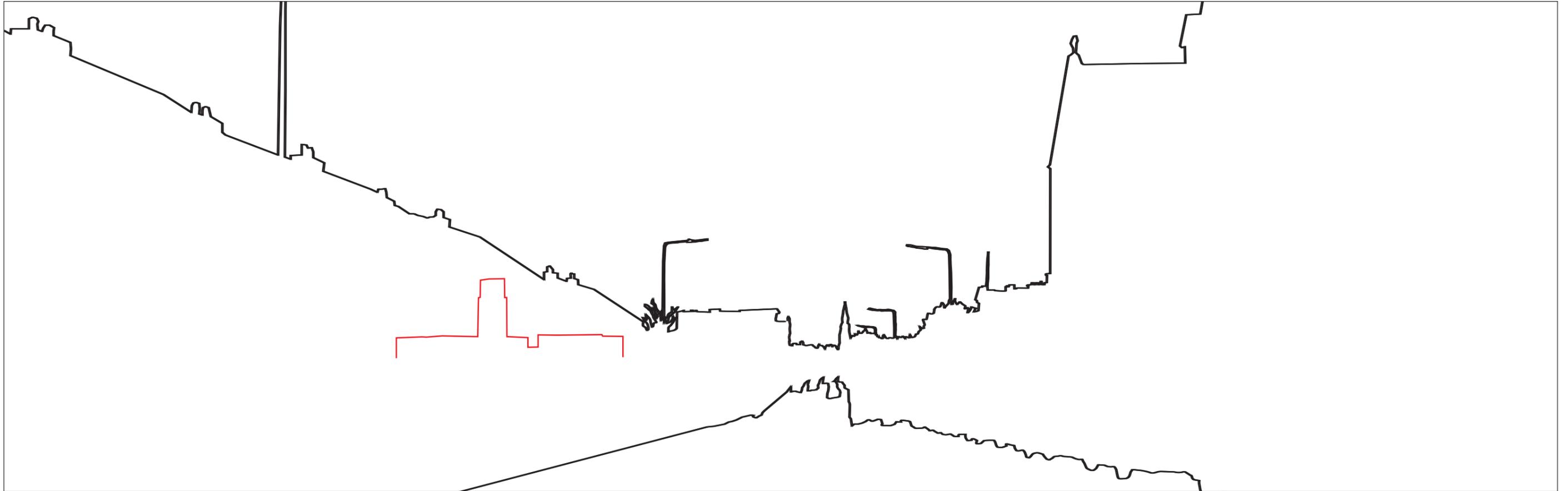


12.4.2.9 Viewpoint 9 – Seville Place

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

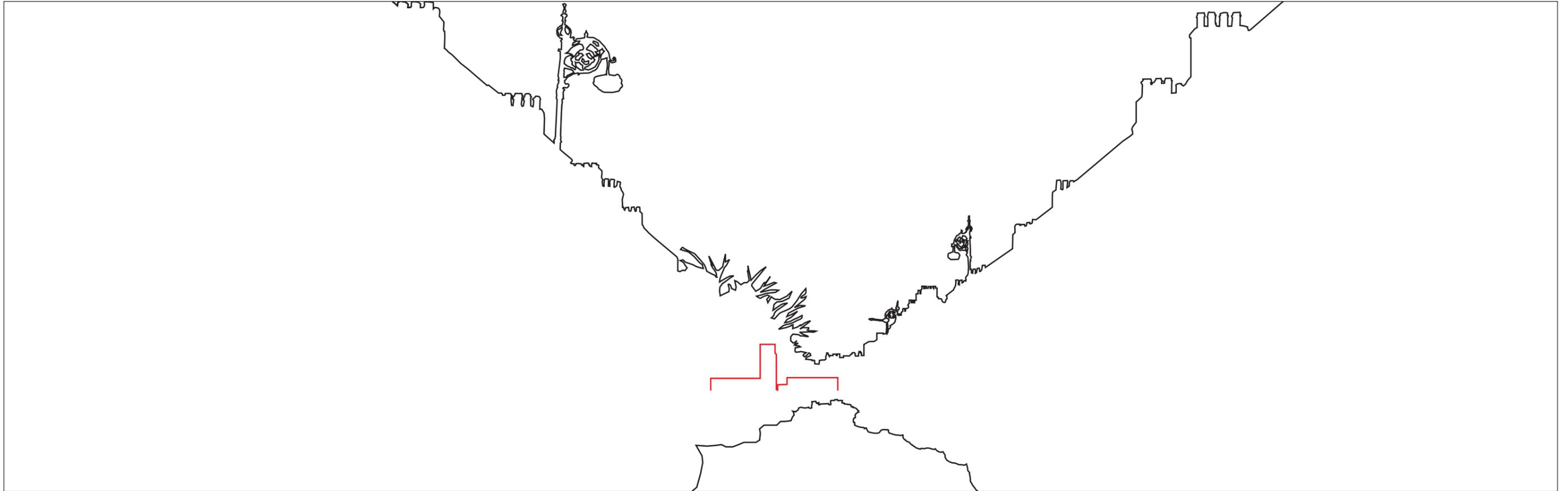


12.4.2.10 Viewpoint 10 – Blessington Street, North Inner City

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



12.4.2.11 Viewpoint 11 – Howth Head

Existing View

This view is taken from a location close to the summit of Howth Head and looks south west across Dublin Bay towards Dublin Port and the City centre. In the foreground the Hill can be seen falling away in grass and gorse of the Howth Golf Course to the pine woods marking the edge of the cliffs on the south face of the Hill. Across the bay to the right (north) bull island can be seen, the sand island running across the centre of the view to the Bull Wall marking the northern entrance to Dublin Port. The twin chimneys of the Ringsend Power Station mark the South Wall of the harbour, the port and docklands lies to the right (west) of these features in the view, with the city spreading in a low rise fashion in all directions from there. Other than a general appreciation of the urban area of the city there are few landmarks or built features readily discernible at this distance. The Dublin mountains rise up to the South behind the city. This is a spectacular view of Dublin City from a recognised and protected amenity area.

Proposed Change

The proposed high building would be visible between the twin chimneys and the centre of the view as a new prominent feature although smaller in scale than the chimneys and partly lost against the urban area to the rear – only the uppermost parts of the building would break the skyline from this viewpoint and the remainder of the proposed scheme would not be perceivable against the built form behind.. It would not obscure or detract from any existing features. It would indicate a location of significance in the urban structure, adding to the legibility of the city landscape as experienced at this location.

Visual Impact

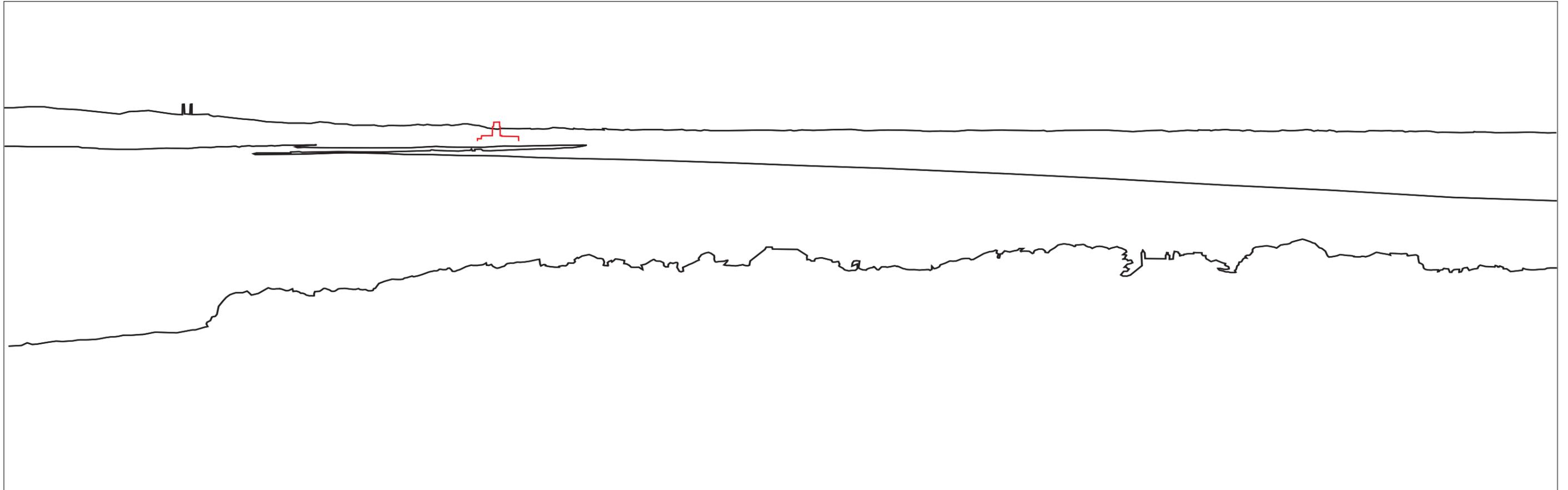
Being a recognised amenity area the viewpoint sensitivity is considered high. The magnitude of change which will arise from the proposed high building is low. The significance of the impact is thus Medium (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building and the interest added to this dramatic view, the impact is Beneficial.

Cumulative Impact

From this distance only the nearby Grand Canal Tower would be perceivable creating a distant gateway feature to the River Liffey estuary. The significance would continue, as above, Medium and Beneficial.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



12.4.2.12 Viewpoint 12 – South Wall

Existing View

The view from South Wall, representing also the approach to Dublin by sea, is dominated by the expansive harbour. The coastline surrounding the harbour is characterised by industrial and working Dock infrastructure, with numerous vertical elements of varying form and scale tracing a complex skyline. Most prominent among these are the Poolbeg chimneys in the foreground south of the bay / harbour. There is little in the view to indicate the presence and proximity of the city.

Proposed Change

The proposed high building would protrude above distant working dock infrastructure north of the harbour, but without obscuring or detracting from any existing features. The dominance of the Poolbeg chimneys in the view would be unaffected. The building's relative prominence and importantly its distinctive form and function relative to the industrial context, would clearly indicate the presence and proximity of the otherwise obscured city centre. The lower elements of the Scheme would be difficult to perceive. This would have a significant effect in terms of the legibility of the urban structure at this location.

Visual Impact

Despite the industrial character of the view afforded at the South Wall it is a popular recreational location. The viewpoint sensitivity is thus high. The magnitude of change which will arise from the proposed high building is medium – although the proportion of the view affected is small the nature of the building is distinctly in contrast to the prevalent port infrastructure. The significance of the impact is thus High (Refer to **Figure 1**). Considering the wealth of supporting policy for a landmark building due to its potential for improving the legibility of the urban structure, and the lack of any tangible negative effect to arise in the view, the impact is Beneficial.

Cumulative Impact

From this distance the Grand Canal Tower would be the most prominent additional development, creating a distinctive gateway feature to the River Liffey estuary with the North Lotts Tower. The significance would continue, as above, High and Beneficial.

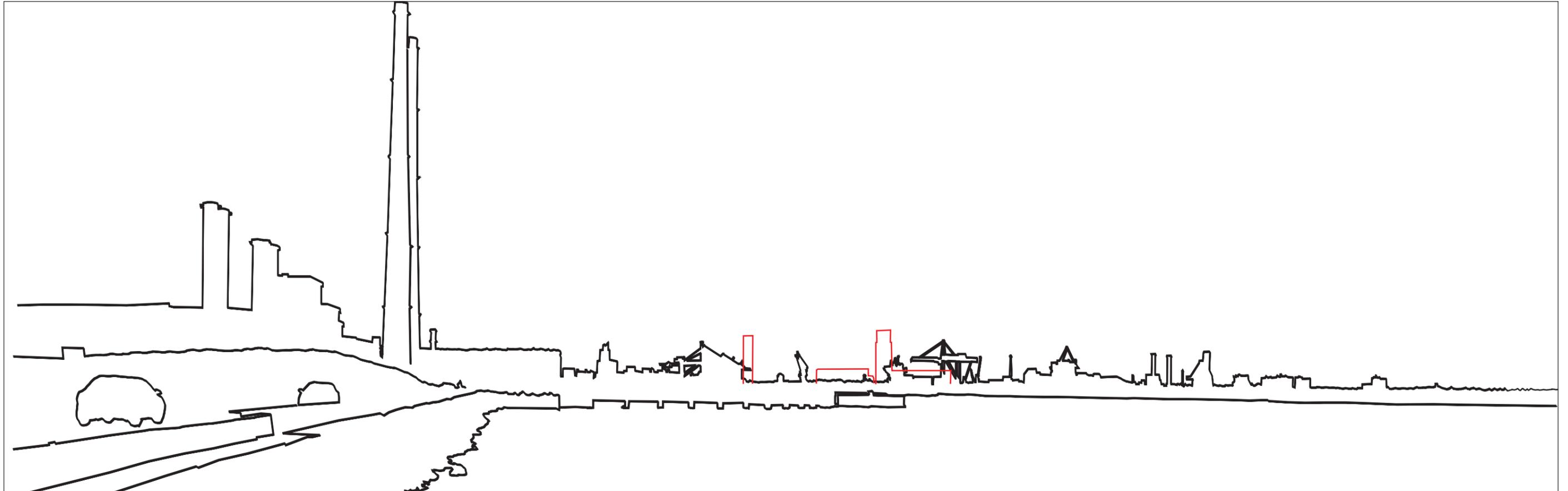


73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°





73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



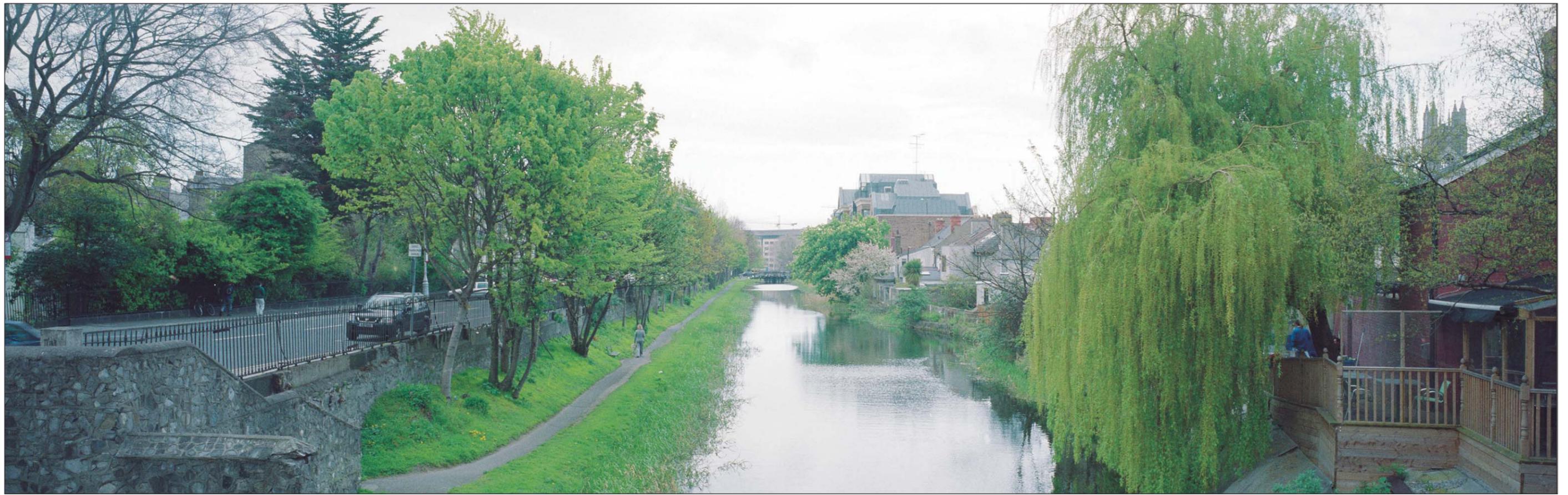
North Lotts Planning Scheme EIS
- Cumulative Impact showing Grand Canal Tower

Historic / Key City Locations

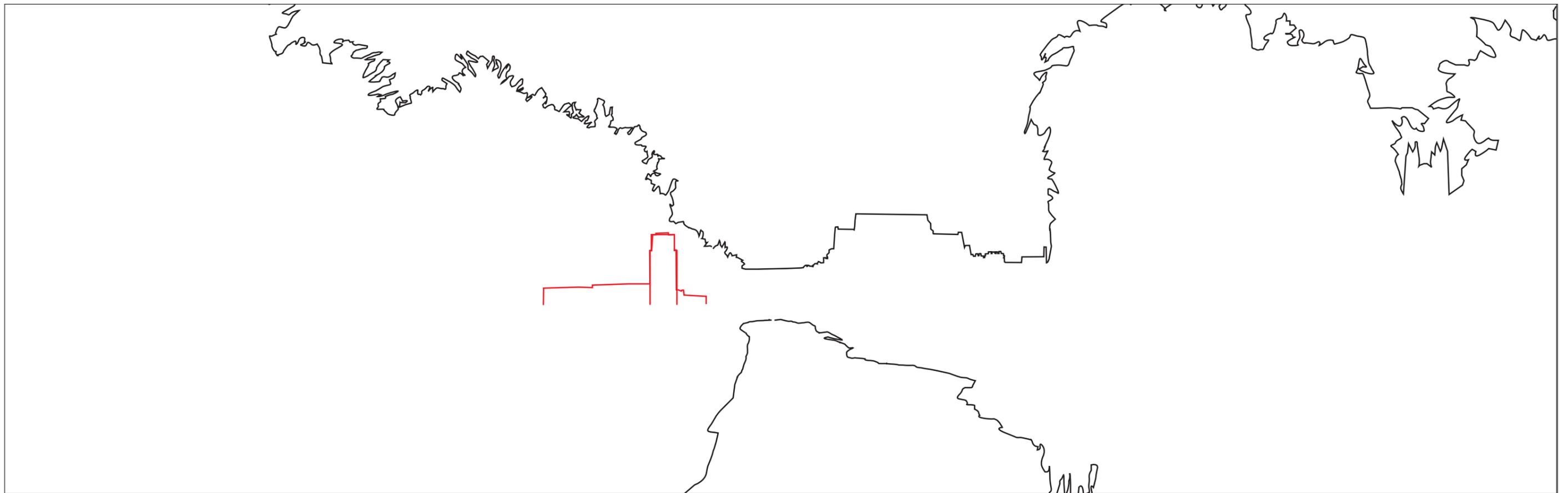
View from South Wall: VIEW C3

12.4.2.13 Viewpoint 13 – Baggot Street Bridge, Grand Canal

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

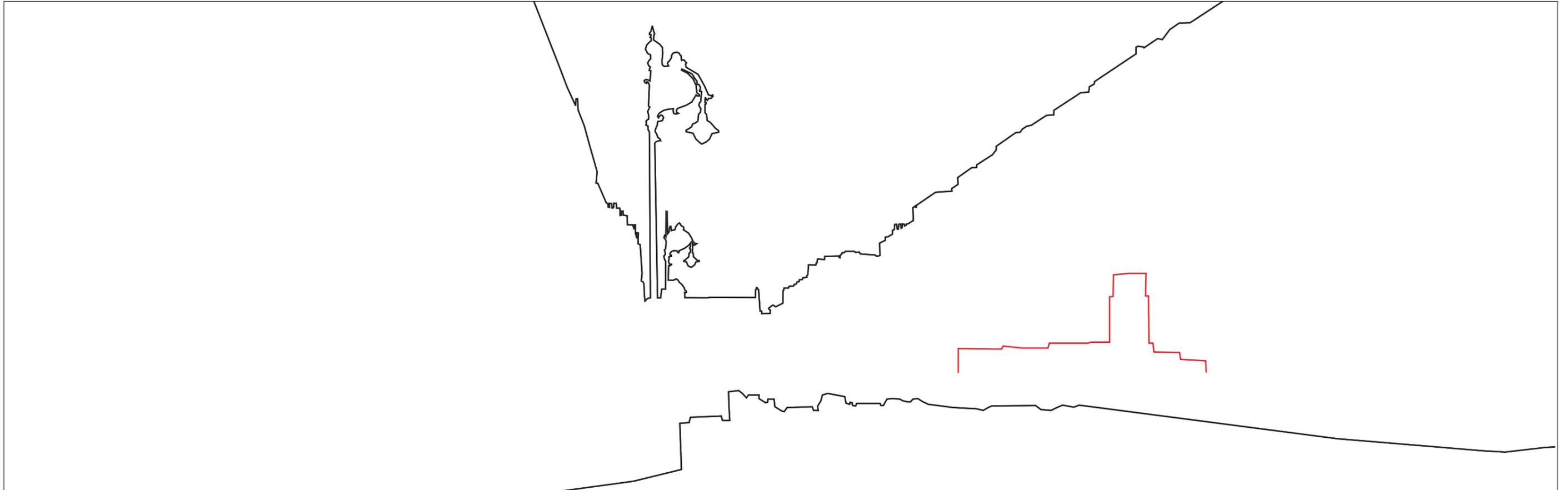


12.4.2.14 Viewpoint 14 – Fitzwilliam Street

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

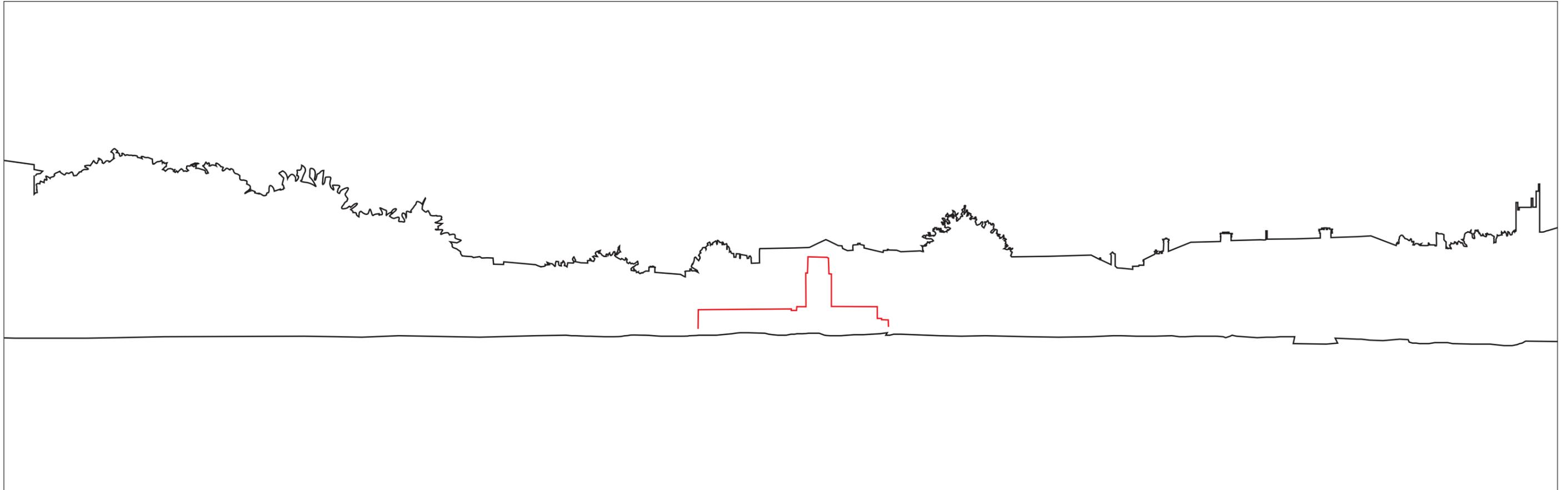


12.4.2.15 Viewpoint 15 – Trinity College

No visual impact will result as the proposed development is not visible from this location.

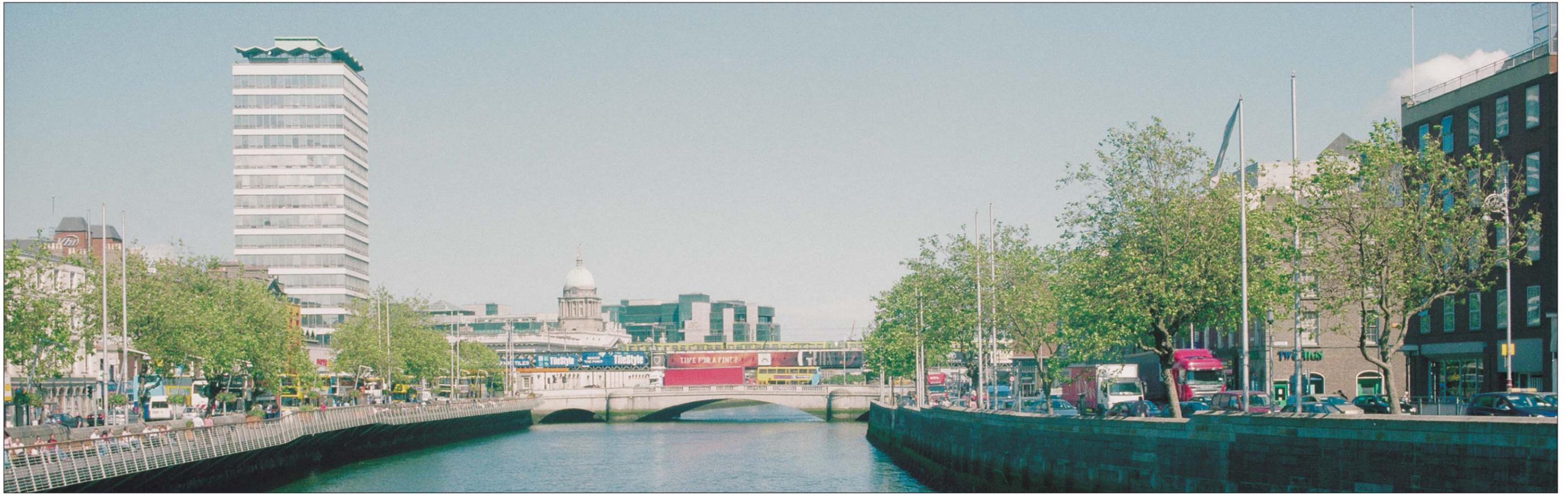


73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

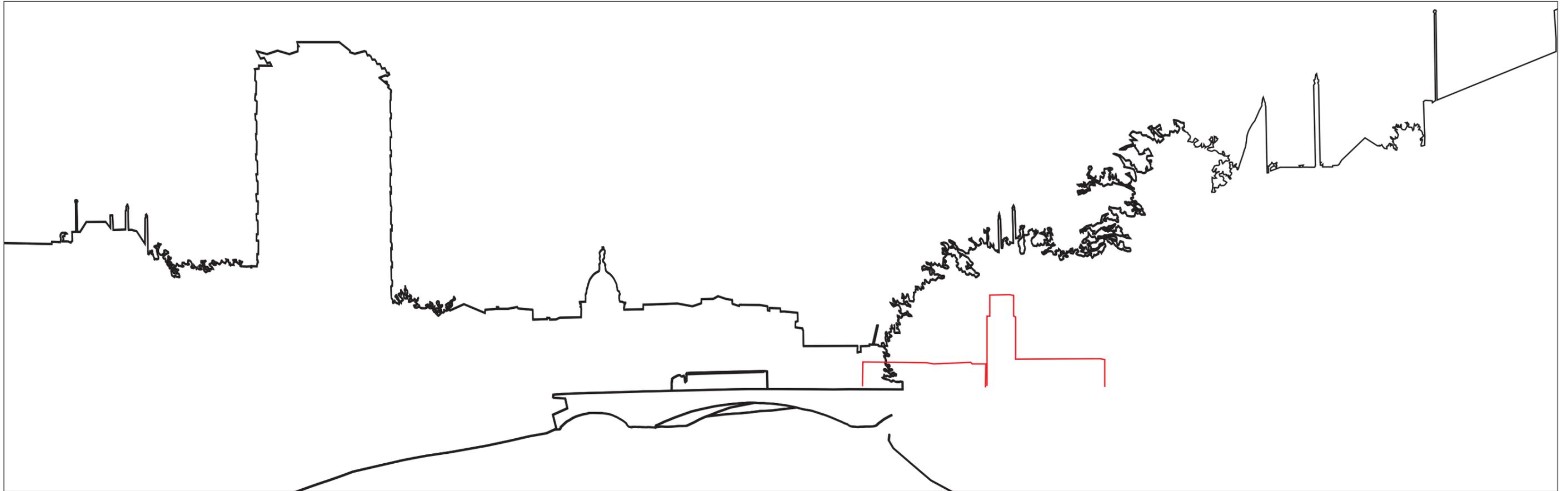


12.4.2.16 Viewpoint 16 – O’Connell Street Bridge

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



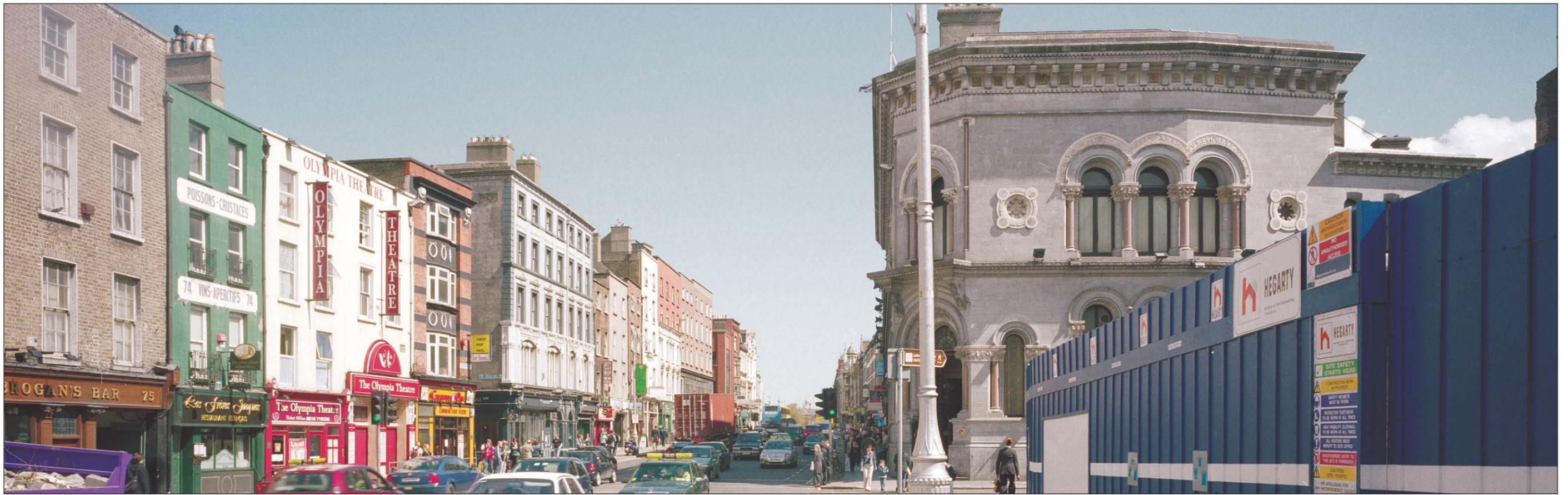
North Lotts Planning Scheme EIS

Historic / Key City Locations

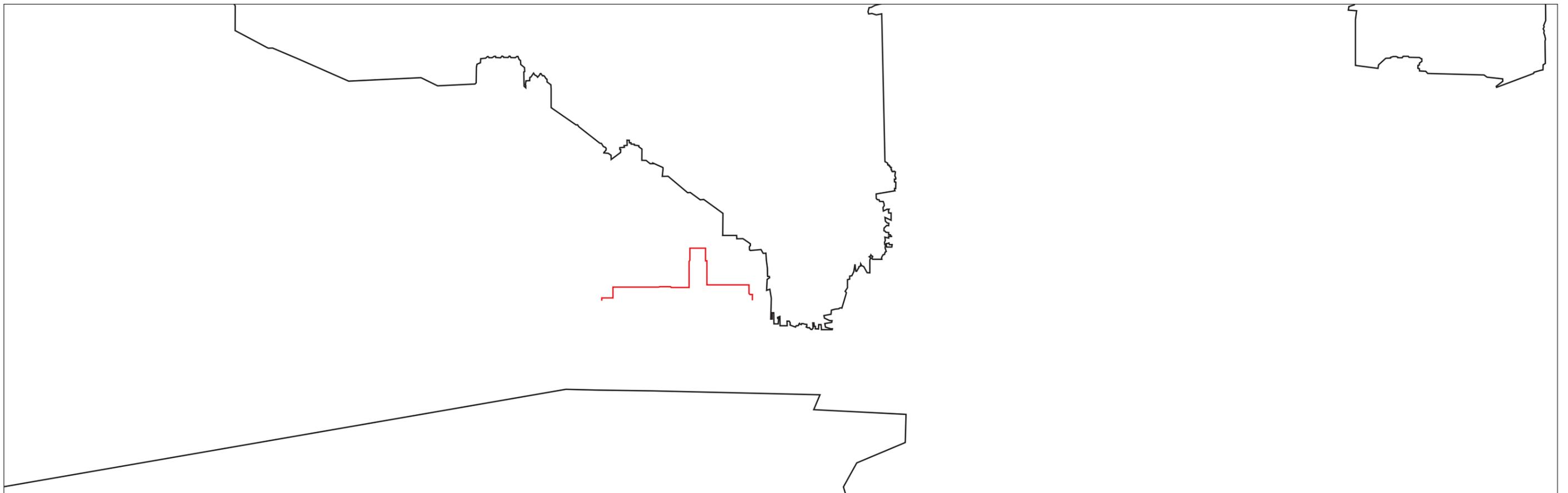
View from O'Connell Street Bridge: VIEW 16

12.4.2.17 Viewpoint 17 – City Hall, Dame Street

No visual impact will result as the proposed development is not visible from this location.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°



North Lotts Planning Scheme EIS

Historic / Key City Locations

View from City Hall, Dame Street: VIEW 17

12.4.2.18 Viewpoint 18 – Grattan Bridge, Capel Street

Existing View

The view is taken from Grattan Bridge (Capel Street) Bridge looking east along the River Liffey visible in the foreground. The Millenium and Ha'penny bridges are v;early visible in the centre of the view and the new boardwalk on the North Quay. The informal and evolving four and five storey terraces enclosing the quays frame the view eastwards to the existing focal points and tall buildings – Liberty Hall on Eden Quay to the North and O'Connell Bridge House to the South. Between the two the bulky office developments of the IFSC indicate the beginning of the Docklands area, the Custom House provides another landmark building adjacent. To the rear of O'Connell Bridge House the recently completed Georges Quay towers add to an increasingly crowded group of landmark / focal point buildings.

The view is generally positive with the quality of the public realm in the fore and middle ground offsetting the competing landmark buildings further downstream.

Proposed Change

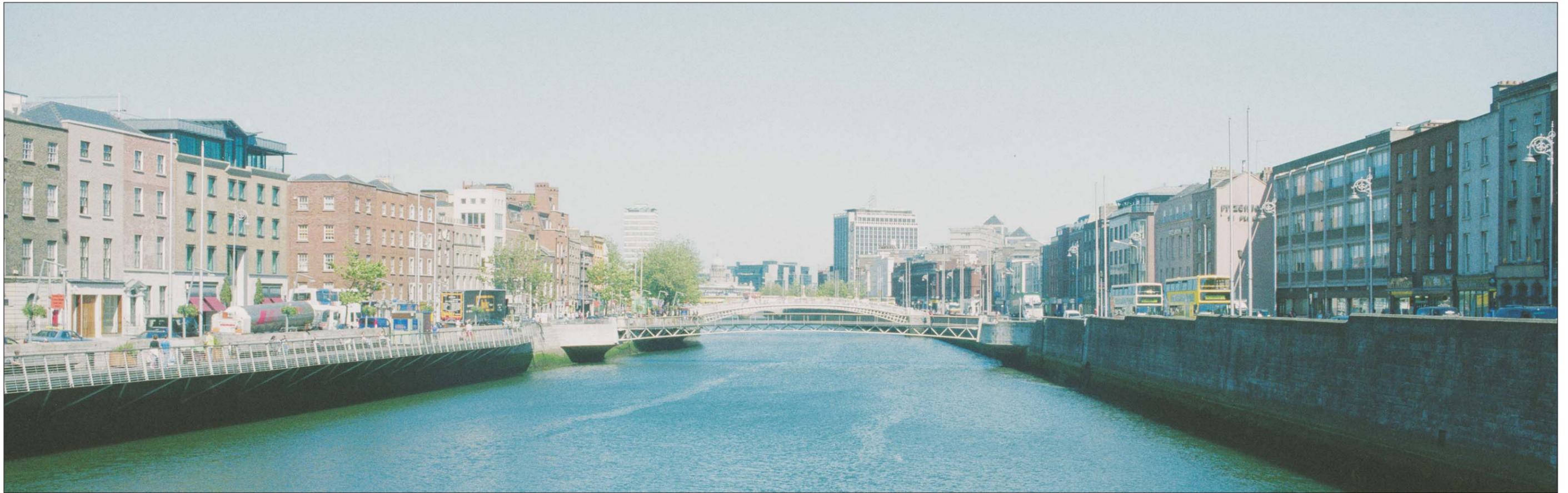
The proposed high building would be mostly hidden from this viewpoint only slightly breaking the skyline to the rear of the Georges Quay development. The remainder of the scheme would not be visible.

Visual Impact

Being a public road / bridge the viewpoint sensitivity is considered low. The magnitude of the change is low. The significance of the impact is thus Low. In the context of a range of competing landmark buildings in this view the impact is Neutral.

Cumulative Impact

There would be no cumulative impact perceivable.



73.5° | 60° | 57° | 50° | 40° | 30° | ANGLE OF VISION SCALE | 30° | 40° | 50° | 57° | 60° | 73.5°

