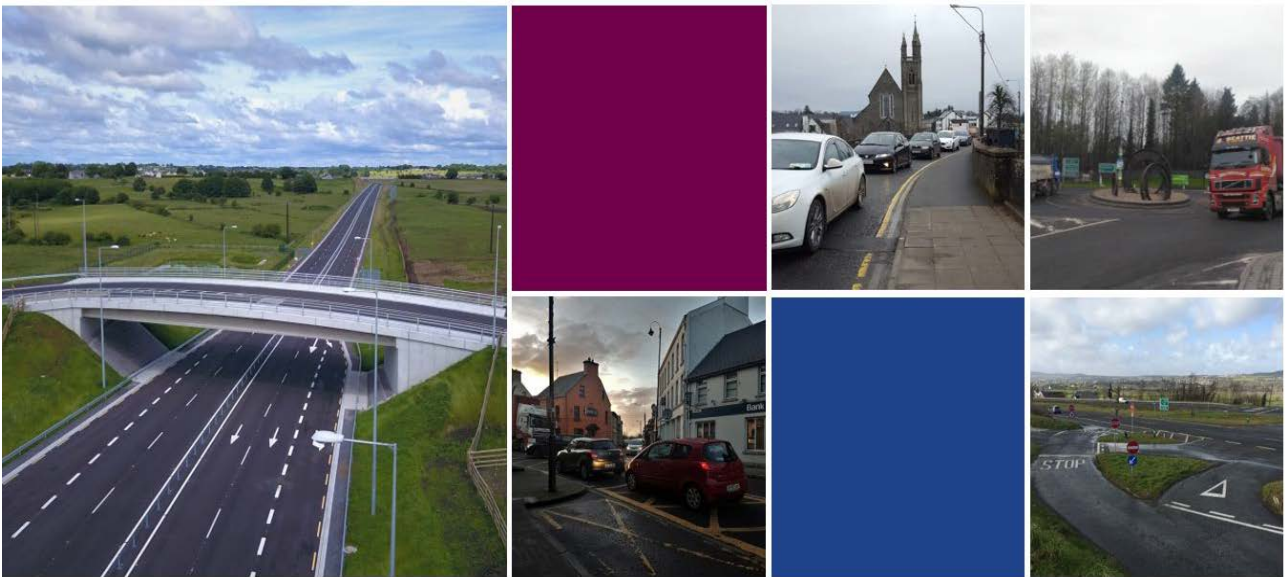


# ENVIRONMENTAL IMPACT ASSESSMENT REPORT

## TEN-T Priority Route Improvement Project, Donegal

### Chapter 18: Landscape & Visual



TT\_MGT0337-RPS-P3-ZZ-RP-E-EN0001

EIAR

March 2026

## Table of Contents

<b>18</b>	<b>LANDSCAPE &amp; VISUAL</b> .....	<b>18-1</b>
18.1	Introduction .....	18-1
18.2	Authors .....	18-1
18.3	Methodology.....	18-1
18.3.1	General Approach.....	18-1
18.3.2	Identification of Baseline Conditions.....	18-2
18.3.3	Scenarios Assessed .....	18-3
18.3.4	Identifying Effects .....	18-3
18.3.5	Study Area .....	18-4
18.3.6	Assessment Criteria.....	18-4
18.3.7	Landscape Impact Assessment.....	18-4
18.3.8	Landscape Sensitivity .....	18-5
18.3.9	Magnitude of Landscape Effect .....	18-7
18.3.10	Visual Impact Assessment .....	18-7
18.3.11	Sensitivity of Visual Receptors .....	18-7
18.3.12	Magnitude of Visual Effects .....	18-9
18.3.13	Significance of Effects .....	18-10
18.3.14	Cumulative Landscape and Visual Impact Methodology.....	18-12
18.3.15	Cumulative Baseline .....	18-12
18.4	Legislative Context.....	18-13
18.4.1	The Natural, Built, and Archaeological Heritage .....	18-13
18.5	Receiving Environment (Landscape and Visual).....	18-15
18.5.1	General Overview – Section 1 .....	18-15
18.5.2	General Overview - Section 2.....	18-17
18.5.3	General Overview - Section 3.....	18-19
18.6	Predicted Impacts .....	18-22
18.6.1	Predicted Landscape Impacts (Do Nothing).....	18-22
18.6.2	Construction Phase Landscape Impacts (Do Something).....	18-23
18.6.3	Operational Phase Landscape Impacts.....	18-34
18.6.4	Summary of Construction and Operational Phase Impacts .....	18-43
18.6.5	Predicted Visual Impacts .....	18-47
18.6.6	Transboundary Effects .....	18-112
18.7	Mitigation Measures .....	18-112
18.7.1	Construction Phase Mitigation Measures .....	18-112
18.7.2	Operational Phase Mitigation Measures.....	18-113
18.7.3	Predicted Residual Impacts .....	18-119
18.8	Monitoring .....	18-120
18.9	Interactions and Cumulative Effects .....	18-121
18.9.1	Interactions .....	18-121
18.9.2	Cumulative Effects.....	18-121
18.10	Summary.....	18-121
18.11	References.....	18-126

## Tables

Table 18-1: Landscape Significance and Sensitivity .....	18-6
Table 18-2: Magnitude of Landscape Impact .....	18-7
Table 18-3: Visual Resource Sensitivity .....	18-8
Table 18-4: Magnitude of Visual Impact.....	18-9
Table 18-5: Significance of Effect Criteria .....	18-10
Table 18-6: Finn Valley LCA Construction Phase Impacts Assessment .....	18-24

Table 18-7: Letterkenny Estuary and Farmland LCA Construction Phase Impacts Assessment .....	18-26
Table 18-8: Laggan Valley LCA Construction Phase Impacts Assessment .....	18-30
Table 18-9: Foyle Valley LCA Construction Phase Impacts Assessment.....	18-31
Table 18-10: Cavanacor House Construction Phase Impacts Assessment .....	18-33
Table 18-11: Croghan House Construction Phase Impacts Assessment.....	18-33
Table 18-12: Finn Valley LCA Operational Phase Impacts Assessment.....	18-35
Table 18-13: Letterkenny Estuary and Farmland LCA Operational Phase Impacts Assessment .....	18-37
Table 18-14: Laggan Valley LCA Operational Phase Impacts Assessment.....	18-39
Table 18-15: Foyle Valley LCA Operational Phase Impacts Assessment .....	18-40
Table 18-16: Cavanacor House Operational Phase Impacts Assessment.....	18-42
Table 18-17: Croghan House Operational Phase Impacts Assessment.....	18-42
Table 18-18: Summary of Predicted Landscape Impacts .....	18-43
Table 18-19: Section 1 - Viewpoint 1: N13 / L6674 Junction .....	18-47
Table 18-20: Section 1 - Viewpoint 2: N13 / L66741 Junction .....	18-49
Table 18-21: Section 1 - Viewpoint 3: Local Road at Dunwiley .....	18-50
Table 18-22: Section 1 - Viewpoint 4: Dunwiley Ring Fort.....	18-52
Table 18-23: Section 1 - Viewpoint 5: Letterkenny Road.....	18-54
Table 18-24: Section 1 - Viewpoint 6: Local Road.....	18-55
Table 18-25: Section 1 - Viewpoint 7: N15.....	18-56
Table 18-26: Section 1 - Viewpoint 8: Drumboe Cottages .....	18-58
Table 18-27: Section 1 - Viewpoint 9: R252, Glenfin Road.....	18-60
Table 18-28: Section 1 - Viewpoint 10: R252, Glenfin Road.....	18-61
Table 18-29: Section 1 - Viewpoint 11: Local Road L2794 at Cappry .....	18-63
Table 18-30: Section 1 - Viewpoint 12: N15 / L2794 Junction .....	18-64
Table 18-31: Section 2 – Viewpoint 1: Ballyraine Park, Letterkenny .....	18-66
Table 18-32: Section 2 – Viewpoint 2: Thorne Road, Letterkenny.....	18-67
Table 18-33: Section 2 - Viewpoint 3: Letterkenny Rugby and GAA Club.....	18-69
Table 18-34: Section 2 - Viewpoint 4: Local Road L1154 , Trimragh .....	18-70
Table 18-35: Section 2 - Viewpoint 5: Local Access Road, Dromore .....	18-72
Table 18-36: Section 2 - Viewpoint 6: Local Access Road, southeast of L1114.....	18-73
Table 18-37: Section 2 - Viewpoint 7: Local Road, L5784 .....	18-74
Table 18-38: Section 2 - Viewpoint 8: Local Road, L1094 .....	18-76
Table 18-39: Section 2 - Viewpoint 9: Local Road, L5794 .....	18-77
Table 18-40: Section 2 - Viewpoint 10: Local Road, L1154.....	18-79
Table 18-41: Section 2 - Viewpoint 11: Local Road, north of N13 .....	18-80
Table 18-42: Section 2 - Viewpoint 12: Local Road L1154, south of N13 .....	18-82
Table 18-43: Section 3 - Viewpoint 1: Local Road, L1294 .....	18-84
Table 18-44: Section 3 - Viewpoint 2: N14 at Woodhill.....	18-86
Table 18-45: Section 3 - Viewpoint 3: Local Access Road (L5524).....	18-87
Table 18-46: Section 3 - Viewpoint 4a: N14 / R236 Junction.....	18-89
Table 18-47: Section 3 - Viewpoint 4b: N14 / R236 Junction.....	18-90
Table 18-48: Section 3 - Viewpoint 5: Local Road (L2374).....	18-92
Table 18-49: Section 3 - Viewpoint 6: Local Road L2424 .....	18-93
Table 18-50: Section 3 - Viewpoint 7: Local Road, L2444 at Ballindrait.....	18-95
Table 18-51: Section 3 - Viewpoint 8: Cavanacor House, Tyleford, Lifford .....	18-96
Table 18-52: Section 3 - Viewpoint 9: Regional Road R264.....	18-98
Table 18-53: Section 3 - Viewpoint 10: Gallows Lane, Lifford .....	18-99
Table 18-54: Section 3 - Viewpoint 11: Coneyburrow Estate, Lifford .....	18-101
Table 18-55: Section 3 - Viewpoint 12: Glenfinn Park/Urney Road, Strabane .....	18-102
Table 18-56: Section 3 - Viewpoint 13: Carrick Avenue and Urney Road Junction.....	18-103
Table 18-57: Section 3 - Viewpoint 15: Castletown House Garden.....	18-105
Table 18-58: Summary of Predicted Visual Impacts.....	18-107

Table 18-59: Summary of Predicted Residential Effects – Section 1 (Without Mitigation) .. 18-110

Table 18-60: Summary of Predicted Residential Effects – Section 2 (Without Mitigation) .. 18-111

Table 18-61: Summary of Predicted Residential Effects – Section 3 (without mitigation) ... 18-112

Table 18-62: Specific Landscape Mitigation Measures – Section 1 ..... 18-115

Table 18-63: Specific Landscape Mitigation Measures – Section 2 ..... 18-117

Table 18-64: Specific Landscape Mitigation Measures – Section 3 ..... 18-118

Table 18-65: Summary of Predicted Residential Effects – Section 1 (With Mitigation) ..... 18-119

Table 18-66: Summary of Predicted Residential Effects – Section 2 (With Mitigation) ..... 18-119

Table 18-67: Summary of Predicted Residential Effects – Section 3 (With Mitigation) ..... 18-120

Table 18-68: Project Monitoring Commitments ..... 18-120

Table 18-69: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 1  
..... 18-122

Table 18-70: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 2  
..... 18-123

Table 18-71: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 3  
..... 18-124

## Figures

Figure 18-1: Assessment Methodology Summary ..... 18-2

Figure 18-2: Basis for consideration of significance of effects ..... 18-11

## List of Abbreviations

The following is a list of abbreviations used within this chapter of the Environmental Impact Assessment Report (EIAR).

### List of the 'Landscape' Abbreviations

List of Abbreviations	
BMP	Biodiversity Management Plan
CDDP	County Donegal Development Plan
CLVIA	Cumulative Landscape and Visual Impacts
DMRB	Design Manual for Roads and Bridges
EHSA	Especially High Scenic Amenity
GLVIA3	Guidelines for Landscape and Visual Impact Assessment, Third Edition
HLC	Historic Landscape Characterisation
HSA	High Scenic Amenity
JCLI	Joint Council of Landscape Industries
LIA	Landscape Impact Assessment
LCA	Landscape Character Assessment
LVIA	Landscape Visual Impact Assessment
MSA	Moderate Scenic Amenity
NHA	Natural Heritage Area
NI	Northern Ireland
NIAH	National Inventory of Architectural Heritage
NIRLCA	Northern Ireland Regional Landscape Character Assessment
NPS	National Plant Specification
NRA	National Roads Authority (now TII)
OHL	Overhead Lines
RVAA	Residential Visual Amenity Assessment
SLM	Specific Landscape Measures
SPA	Special Protection Area
TII	Transport Infrastructure Ireland
VIA	Visual Impact Assessment
ZTV	Zone of Theoretical Visibility

## 18 LANDSCAPE & VISUAL

### 18.1 Introduction

This chapter of the EIAR sets out the approach to the assessment of effects on landscape and visual resources undertaken for each of the sections associated with the Proposed Development. Please refer to Chapter 4: Project Description of the EIAR for a full description of the project.

The purpose of this Landscape and Visual Impact Assessment (LVIA) is to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of the works associated with the construction and operation of the Proposed Development.

### 18.2 Authors

This LVIA Chapter has been prepared and reviewed by chartered Landscape Architects at RPS. Landscape Architects contributing to this assessment are:

**Raymond Holbeach** CLMI, MILI, BSc (Hons.) Environmental science, Master of Landscape Architecture, with over 35 years working as a Landscape Architect, specifically Raymond has over 30 years' experience on road schemes throughout the UK and Ireland.

**Stuart Anderson** CMLI, BSc Landscape Design and Plant Science, Postgraduate Diploma Landscape Management, Diploma in Forestry, with over 28 years working as a Landscape Architect, specifically Stuart has over 8 years' experience on road schemes throughout the UK Ireland.

**Angela Assorto-McIlwaine** CMLI, BSc (Hons.) Landscape Management, with over 20 years in her professional life as a Landscape Architect, specifically Angela has over 6 years' experience on road schemes throughout the UK and Ireland.

### 18.3 Methodology

#### 18.3.1 General Approach

The Methodology and approach to the assessment contained within this chapter has been carried out in accordance with best practice guidance described in the following documents:

- *Landscape Character Assessment (LCA) and LVIA for Specified Linear Infrastructure Projects: Overarching Technical Document* (Transport Infrastructure Ireland (TII) Publication PE-ENV-01101, December 2020).
- *LCA and LVIA of Proposed National Roads: Standards Document* (TII Publication PE-ENV-01102, December 2020).
- *Guidelines for Landscape and Visual Impact Assessment, Third Edition* (The landscape Institute and Institute of Environmental Management & Assessment, 2013) (GLVIA3).
- *Technical Guidance Note 06/19 Visual Representation of Development Proposals* (The Landscape Institute, 2019).
- *LA 107 landscape and visual effects* (formerly *Design Manual for Roads and Bridges* (DMRB) (Volume 11, Section 3, Part 5).

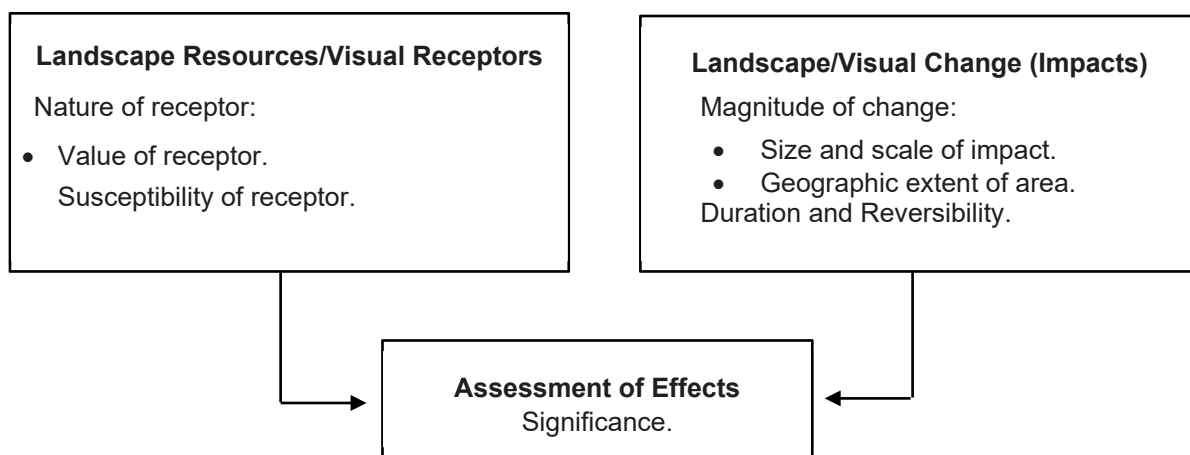
Landscape Character Assessment (LCA and LVIA for Specified Linear Infrastructure Projects Overarching Technical Document) paragraph 3.5.1 states "*The objective of the design and environmental evaluation phases is to undertake sufficient assessment to identify and quantify any significant effects on the landscape and visual environment likely to arise from construction and operation of the project.*"

The guidance defines the assessment of assessing landscape effects as "*Landscape Impact Assessment (LIA): is the process of evaluating changes to landscape as a resource arising from a Proposed Development. Society as a whole has an interest in this and it is recognised as one of the*

key dimensions of environmental interest, alongside matters such as biodiversity, or cultural heritage. It is concerned with issues like protected landscapes, the contribution of landscape character to sense of place and quality of life for all, and the way that change may affect individual components of the landscape.”

It further defines the process of defining visual affects as “*Visual Impact Assessment (VIA): is the process of evaluating how people’s way of experiencing the qualities of a place in visual terms may be specifically affected by change arising from the Proposed Development, i.e. how the views of individuals or groups of people may be specifically affected by change in the landscape. This means assessing changes at specific viewing locations and in the general visual amenity experienced by particular individuals or groups of people in particular places.*”

The effects on the landscape resources and visual receptors (people) have been assessed by considering the proposed change in the baseline conditions (the impact of the development) against the type of landscape resource or visual receptor (including the importance and sensitivity of that resource or receptor). These factors are determined through a combination of quantitative (objective) and qualitative (subjective) assessment using professional judgement. The assessment methodology is summarised in Figure 18-1.



**Figure 18-1: Assessment Methodology Summary**

The LVIA considers the potential effects of a project upon:

- Significant landscape characteristics, features and elements.
- Landscape character.
- Viewers.
- Significant or sensitive Views, designated views and routes.
- Views to / from architectural / archaeological heritage.

### 18.3.2 Identification of Baseline Conditions

Baseline conditions have been identified and assessed through analysis of:

- Up to date digital copies of Ordnance Survey Ireland Discovery Series raster and Ordnance Survey (OS) vector maps.
- Aerial photography.
- County Donegal Development Plan (2024 – 2030) (CDDP), including Map 6.2.1 (*Rural Area Types*) and Map 7.1.1 (*Scenic Amenity*).
- LCA of County Donegal.
- Online digital mapping accessed through Donegal Maps.
- Northern Ireland Regional Landscape Character Assessment (NIRLCA).
- Northern Ireland Landscape Character Assessment 2000 (NILCA 2000).

Site visits have been undertaken to assess the existing environment, to establish the existing visual resource and to identify sensitive receptors, i.e. residential properties, scenic viewpoints. Site visits were also used to consider the potential effects on landscape character and visual impacts arising as a result of the Proposed Development.

### 18.3.3 Scenarios Assessed

This assessment follows TII guidance for Phase 3 assessment of a proposed project. In accordance with the Roads Act 1993 (as amended) and Annex IV of Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (the "EIA Directive"), the information for the EIAR requires an assessment of scenarios. For completeness this LVIA has in accordance with EIA regulations has assessed the following scenarios:

- **Do Nothing:** Which assumes that the existing road networks will be maintained under current regime.
- **Do Something:** An assessment of the Proposed Development, as described in Chapter 4: Project Description.

### 18.3.4 Identifying Effects

Assessing the significance of an effect is a key component of the LVIA and is an evidence-based process combining professional judgement on the nature of a landscape or visual receptor's sensitivity, their susceptibility or ability to accommodate change and the value attached to the receptor. It is important to note that judgements in this LVIA are impartial and based on professional experience and opinion informed by best practice guidance.

For each aspect the list below will be considered in identifying potential effects:

- Identify the sources of effects throughout the Project life cycle (construction, operation at opening year and 15 years when planting has established and matured).
- Identify the nature of the effects: direct (because of the development, including lighting), indirect or secondary (because of an associated development secondary to the main development), and cumulative (because of the addition of many small effects, including cumulative effects of other projects, to create larger, more significant effects).
- Identify the landscape effects in relation to the sensitivity of the landscape/ townscape; determine the scale and magnitude of change, as set out below.
- Identify the visual effects in relation to the sensitivity of the visual receptors; determine the scale and magnitude of change, as set out below.
- Identify the significance of landscape/ townscape and visual effects (e.g. slight, moderate, significant etc., as per EPA Guidelines).
- Separately assess landscape and visual effects, noting the interaction/closely related aspects of each.
- Establish the duration of the effects, whether they be short, medium or permanent/enduring or temporary, noting seasonal differences, day/night effects as appropriate.
- Identify effects as positive (beneficial), negative (adverse or detrimental) or neutral.

The effects of a development are of variable duration and are assessed as being of either short-term, medium-term, or long-term (15 – 60 years) duration, and permanent/enduring or temporary. Effects are permanent (i.e. >60 years in duration) during the operational phase of the development, whilst operations and infrastructure work apparent during the construction and initial operating period are temporary (< one year), short-term effects (one to seven years).

The temporary or reversibility of an effect is also variable. The effects on the landscape and visual resource that occurs during the construction period such as the use of construction machinery are considered to be reversible.

Where effects arise during the construction period, these are most likely to be as a result of: movement of construction machinery within the landscape construction of new structures and features and construction activities within the site boundary all of which are considered to be short-term in duration.

To avoid repetition, the duration and reversibility of effects are not reiterated throughout the assessment.

### 18.3.5 Study Area

The study area for each of the sections associated with the Proposed Development is defined by the extent of the area that encompasses all the sections and their respective zones of influence from which the Proposed Development is potentially visible known as the Zone of Theoretical Visibility (ZTV), which has been derived through an analysis of the proposed elements of development, analysis of the receiving landscape and field survey works. The ZTV for each section is illustrated in Volume D: Book of Drawings (Landscape Mitigation). The ZTV is based on a bare earth scenario, and the Proposed Development may not actually be visible due to localised screening which is not represented by the terrain model, such as vegetation/trees, built structures and minor localised topographical changes i.e. the changes are not over a wide area.

### 18.3.6 Assessment Criteria

The objective of the assessment process is to identify and evaluate the predicted significant effects arising from a new development. Significance is a function of the:

- Sensitivity of the affected landscape or visual receptors, determined through consideration of the susceptibility of the receptor to the type of change arising from the specific proposals and the value attached to the receptor.
- The scale or magnitude, derived from a consideration of the size/ scale, geographical extent, duration and reversibility of the new development.

These definitions recognise that landscapes vary in their capacity to accommodate different forms of development according to the nature of the receiving landscape and the type of change being proposed.

As with any new development, it is acknowledged that the introduction of a new development into the existing landscape or visual context could cause either a deterioration, improvement or neutral impact on the existing landscape or visual resource.

### 18.3.7 Landscape Impact Assessment

The LVIA firstly assesses how a new development would impact directly on any landscape features and resources. This category of effect relates to specific landscape elements and features (e.g. woods, trees, walls, hedgerows, water courses) that are components of the landscape that may be physically affected by the Proposed Development, such as the removal or addition of trees and alteration to ground cover.

The LVIA then considers impacts on landscape character at two levels. Firstly, consideration is given to how the landscape character is affected by the removal or alteration of existing features and the introduction of new features required to facilitate the new development. This is considered to be a direct impact on landscape character.

Secondly, the indirect impacts of a new development on the wider landscape are considered. The assessment of impacts on the wider landscape is discussed using the surrounding character areas identified in the relevant landscape character assessments. It is acknowledged there is an overlap between perception of change to landscape character and visual amenity, but it should be remembered that landscape character in its own right is generally derived from the combination and pattern of landscape elements within the view.

The landscape and visual assessment shall take a step-by-step approach to making judgements about significance combining judgements about the nature of the receptor (sensitivity), and the nature of the effect (magnitude).

The significance of effects on landscape features and character is determined by considering both the sensitivity of the feature or landscape character and the magnitude of impact.

Consideration of the sensitivity of the landscape resource against the magnitude of impact caused by a new development is fundamental to landscape and visual assessment and these two criteria are defined in more detail below.

### 18.3.8 Landscape Sensitivity

Landscape sensitivity is “*the extent to which a landscape can accept change of a particular type and scale without unacceptable adverse effects on its character.*” TII LCA and LVIA of Specified Infrastructure Projects.

The identification of sensitive landscape elements is derived from three criteria, as defined in TII's LCA and LVIA of Proposed National Roads - Standard:

- **“Landscape elements** - particular elements or **combination of landscape elements** which may be impacted by any proposed route option and an assessment of the susceptibility/value/sensitivity of such elements in terms of their representativeness or rarity in the context of the study area, e.g. presence and extent of woodlands, trees and hedgerows, tree preservation orders (TPOs), and any other related elements.
- **Valued/designated landscapes** – areas within the study area that have received specific designations for their landscape quality or character, including designations made at national, regional, county and local level, e.g. National Parks, areas of importance to tourism etc.
- **Historical and Cultural landscapes** – Human influence through history and cultural heritage strongly influence the visual elements in the landscape, the form and appearance of which has been noticeably influenced by man, or a feature of cultural or built heritage significance such as a World Heritage Site (WHS), historic town/village core, town square, architectural conservation areas (ACAs) earthworks, designed landscapes/garden, castle, fort, high cross etc. Landscapes or features remaining from past farming and land management systems or past settlement patterns may also be important. Modern patterns of settlement and communication are important aspects of landscape character and quality. With regard to Historic Gardens and Designed Landscapes, which are listed in the National Inventory of Architectural Heritage, it may be appropriate to list or assess an historic feature richness index (FRI) (DAHG, 2017) which may assist in identifying qualitative constraints. This requires overlap and coordination with the cultural heritage constraints study.”

Landscape sensitivity is influenced by several factors including susceptibility to change, value and condition. To assist with bringing these factors together, judgements regarding susceptibility and value have been used which define the landscape resource as being either very low / negligible, low, medium, high or very high. Table 18-1 defines the criteria that have guided the judgement as to the overall significance and sensitivity of the landscape resource.

**Table 18-1: Landscape Significance and Sensitivity**

Definition		Significance and Sensitivity
Landscape susceptibility	Landscape value	
<p>A landscape with distinctive character and very susceptible to change that has little to no tolerance to change.</p> <p>Very careful and considered design and mitigation required.</p>	<p>A landscape or townscape protected by an international or national designation (Special Area Amenity Order (SAAO), designated ecological landscapes (cSAC, SAC, SPA, NHA, pNHA, etc.)), Landscape Conservation Areas, UNESCO/ICOMOS Landscape Sites (World Heritage Sites/Tentative sites &amp; Geoparks).</p> <p>A landscape widely acknowledged for its distinctive features and the quality and value of its elements and edge condition.</p> <p>Tranquil or remote landscapes. Absence of negative elements (e.g. volumes of traffic, noise, dereliction, unmanaged areas).</p>	<b>Very High</b>
<p>A landscape having the capacity to accommodate change to a certain degree.</p> <p>Notable high value landscape features that could not be replaced</p> <p>The landscape receptor is of high susceptibility to the project and has low tolerance to change.</p>	<p>A landscape widely acknowledged as containing elements of national importance. National designations may apply.</p> <p>A landscape acknowledged for its high quality and value. Elements present that are critical to maintaining the landscape/townscape character value.</p> <p>Landscape setting to high value cultural heritage features (archaeological and/or architectural).</p> <p>Notable high value landscape features that could not be replaced.</p>	<b>High</b>
<p>A landscape whose character, landuse pattern, and scale would have the capacity to accommodate change.</p> <p>Notable landscape elements that could be replaced.</p> <p>The landscape receptor is of medium susceptibility to the project and has medium tolerance to change.</p>	<p>A landscape that exhibits positive character. A landscape that is locally important, but that might contain some regionally important elements.</p> <p>A landscape of some quality and value but with some adverse conditions.</p> <p>Some negative elements/detracting features present.</p> <p>Elements important to but critical for maintaining the landscape/ townscape character of an area (e.g. secondary landform, landcover, landscape types; general development; strong but not dominate boundaries; etc.).</p>	<b>Medium</b>
<p>A landscape where change is unlikely to be detrimental</p> <p>Sporting and recreational landscapes where they can be easily replaced locally.</p> <p>The landscape receptor is of low susceptibility to the project and has high tolerance to change.</p>	<p>A landscape of local importance but with some degraded elements or conditions.</p> <p>A landscape where lack of management/intervention is evident.</p> <p>Marginal land on urban fringe / some peri-urban landscapes/areas of dereliction with low aesthetics value and few elements of interest.</p>	<b>Low</b>
<p>Absence of positive landscape characteristics.</p> <p>Significant presence of landscape detractors.</p> <p>A landscape where change is likely to be positive.</p>	<p>A degraded landscape.</p> <p>Infrastructural landscapes of no cultural heritage antiquity, including major transport corridors.</p> <p>Landscape where negative elements (e.g. traffic, noise, derelict, neglect, evidence of anti-social behaviour such as graffiti, vandalism, littering etc.) dominate the overall character.</p> <p>Brownfield sites with no associations of note.</p>	<b>Very Low / Negligible</b>

### 18.3.9 Magnitude of Landscape Effect

'The magnitude of effect depends on the nature, scale, duration, and reversibility of the particular change that is envisaged, the location in which it is proposed, and the overall effect on a particular landscape or view.' (TII LCA and LVIA of Specified Infrastructure Projects).

Direct resource changes on the landscape character in the study area are brought about by the introduction of a new development and its impact on the key landscape characteristics. Judgements regarding the magnitude of landscape impact are indicated in Table 18-2.

**Table 18-2: Magnitude of Landscape Impact**

Definition	Magnitude of Impact
Major alteration to, or complete loss of, key landscape components of the baseline condition. Effects likely to be experienced at a very large scale, considered permanent and irreversible	<b>Very High</b>
Notable or longer-term change to a widespread area or view or a notable change in continuous or key landscape or visual characteristics or components	<b>High</b>
Moderate or longer-term change over a restricted area or a moderate change in key landscape characteristics or components	<b>Medium</b>
Minor short or medium-term change over a restricted area or a minor change in key landscape characteristics or components	<b>Low</b>
Imperceptible change in key landscape or visual characteristics or components	<b>Very Low / Negligible</b>

### 18.3.10 Visual Impact Assessment

As outlined in GLVIA 3 (Paragraph 6.1) 'An assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity.' The assessment of effects on views and viewers is an assessment of how the introduction of a new development will affect views and visual receptors within the study area. The assessment of visual effects therefore needs to consider:

- Direct impacts of a new development upon views of the landscape through intrusion or obstruction.
- The reaction of viewers that may be affected, e. g. residents, walkers, road users.
- The overall impact on visual amenity.

### 18.3.11 Sensitivity of Visual Receptors

For visual receptors, judgements of susceptibility and value are closely interlinked. For example, the most valued views are likely to be those which people go and visit because of the available view. The value attributed to visual receptors also relates to the value of the view – for example a national waymarked trail is nationally valued for its access, not necessarily for its views.

Paragraph 6.32 of GLVIA refers to the susceptibility of different visual receptors to changes in views and states that susceptibility is mainly a function of 'the occupation or activity of different people experiencing the view at particular locations' and 'the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.'

Identification of sensitive Visual Receptors

- Viewers – viewers of the landscape will be identified in terms of settlement patterns, specific density, or prominence of residential properties, tourist routes, designated trails etc.

- Views / Significant (or Sensitive) viewing points - Amenity and recreation areas – walks, trails, sports pitches, fishing, golf etc.
- Designated views and routes – as per development and local area plans, designated tourism routes etc.
- Views to/from architectural/archaeological heritage.

Judgements on the overall visual significance and sensitivity are provided in Table 18-3 where the significance and sensitivity of the visual resource are based on combining judgements on the sensitivity of the human receptor (for example resident, commuter, tourist, walker, recreationist or worker, and the numbers of viewers affected) and judgements on the visual resource value (for example views experienced from residential properties, workplace, leisure venue, local beauty spot, scenic viewpoint, commuter route, tourist route or walkers' route).

**Table 18-3: Visual Resource Sensitivity**

Definition	Visual receptor value	Significance and Sensitivity
<p><b>Visual receptor susceptibility</b></p> <p>Visitors drawn to a particular view (usually promoted or in a designated landscape), including those who have travelled to experience the views.</p> <p>The viewer is of very high susceptibility and has little or no tolerance to change.</p>	<p>Designated views, viewpoints, and vistas. Areas containing protected views as outlined in Development Plans or landscape policies.</p> <p>Very highly aesthetic views and vistas, with lack of visual clutter and absence of traffic and other elements which may cause visual degradation.</p> <p>Night-time views within dark sky reserves.</p>	<b>Very High</b>
<p>Viewers with a proprietary interest and prolonged viewing opportunities such as local residents and frequent recreational users. Existing high quality views from public open spaces, where viewers are likely to experience the type of change resulting from the proposed scheme as an adverse or positive change and/or the quality of the existing view, as likely to be perceived by the viewer, is assessed as being high.</p> <p>The viewer is of high susceptibility and has little tolerance to change.</p>	<p>Views from high usage public spaces, direct observers (e.g. views from local residential properties, residential care units with direct views to the development).</p> <p>Non-designated views of distinctive or characteristic landscapes from general road network.</p> <p>Views to and from local ridges, hills, high-points, buildings of note.</p> <p>Views to and from sites of regional ecological and / or cultural interest.</p> <p>Some visual discordance in streetscape. Traffic movements distracting visually but not predominant.</p>	<b>High</b>
<p>Viewers with a moderate interest in their environment such as recreational travellers and less frequent users of recreational facilities, e.g. walkers along canal, users of any adjacent parks, who are likely to experience the type of change resulting from the proposed scheme as an adverse (or positive) change in their view and/or the quality of the existing view, as likely to be perceived by the viewer, is assessed as being medium.</p>	<p>Viewers within a landscape dominated by traffic. Visual condition of the landscape is degraded.</p> <p>Non-designated views of distinctive or characteristic landscapes from general road network.</p> <p>Views to and from open spaces, local parks.</p> <p>Views from sports and recreational facilities.</p>	<b>Medium</b>

Definition	Visual receptor value	Significance and Sensitivity
<b>Visual receptor susceptibility</b> The viewer is of medium susceptibility and has medium tolerance to change.	Views to and from sites of local ecological and / or cultural interest.  Views from general community, schools, institutional buildings, and associated outdoor areas.	
Viewers with a passing interest in their surroundings or whose interest is not specifically focused on the landscape, e.g. workers who are likely to experience the type of change resulting from the proposed scheme as an adverse (or positive) change in their view and/or the quality of the existing view, as likely to be perceived by the viewer, is assessed as being low.  The viewer is of low susceptibility and has high tolerance to change.	Viewers within an exclusively trafficked landscape (i.e. a major roadway or adjacent to one with no mitigation).  Views of unremarkable landscapes from general road network.  Viewers of users of recreational facilities where the purpose of that recreation is not related to the view.  Views to and from industrial landscapes of little or no cultural heritage antiquity or aesthetic merit.	<b>Low</b>
Areas of dereliction and poor visual quality due to such elements as graffiti, vandalism, derelict and run-down buildings and structures and littering.  The viewer is of negligible susceptibility and has high tolerance to change.	Views to and from degraded or abandoned urban or peri-urban landscapes or areas of dereliction with very low aesthetics value and little or no elements of interest.  Views to brownfield or damaged landscapes with no associations of note.  Views dominated by transportation and other infrastructure of no aesthetics merit.	<b>Very Low / Negligible</b>

### 18.3.12 Magnitude of Visual Effects

*“The magnitude of change depends on the nature, scale, duration, and reversibility of the particular change that is envisaged, the location in which it is proposed, and the overall effect on a particular landscape or view”* (TII LCA and LVIA of Specified Infrastructure Projects). Important factors to be considered include: proportion of the view occupied by a new development, distance and duration of the view. Other vertical features in the landscape and the backdrop to the Proposed Development will all influence resource change. Judgements regarding the magnitude of visual impact are provided in Table 18-4.

**Table 18-4: Magnitude of Visual Impact**

Definition	Magnitude
Major alteration to, or complete loss of visual characteristics or components of the baseline condition. Effects likely to be experienced at a very large scale, considered permanent and irreversible	<b>Very High</b>
Notable or longer-term change to a view or a notable change in visual characteristics or components	<b>High</b>
Moderate or longer-term change over a restricted area or view or a moderate change in key visual characteristics or components.	<b>Medium</b>
Minor short or medium-term change over a restricted area or view or components.	<b>Low</b>
Imperceptible change in key visual characteristics or components	<b>Very Low/ Negligible</b>

### 18.3.13 Significance of Effects

The purpose of this LVIA is to determine, in a transparent way, the likely significant landscape and visual effects of a new development. It is accepted that, due to the nature and scale of the Proposed Development, the development could potentially give rise to some notable landscape and visual effects.

The landscape and visual assessment shall take a step by step approach to making judgements about significance combining judgements about the nature of the receptor (**significance and sensitivity**), and the nature of the effect (**magnitude**).

*“Significance can only be defined in relation to each particular development and its specific location. The relationship between receptors and effects is not typically a linear one. It is for each LVIA to determine how judgements about receptors and effects should be combined to derive significance and to explain how this conclusion has been arrived at.”* (TII LCA and LVIA of Specified Infrastructure Projects).

The identification of significant effects would not necessarily mean that the effect is unacceptable in planning terms. What is important is that the likely effects on the landscape and visibility are transparently assessed and understood in order that the determining authority can bring a balanced, well-informed judgement to bear when making the planning decision.

The significance of effects on landscape, views and visual amenity have been judged according to a seven-point scale: Profound, Very Significant, Significant, Moderate, Slight, Not Significant and Imperceptible as presented in Table 18-5, which contains a description of the Significance of Effect Criteria.

**Table 18-5: Significance of Effect Criteria**

Significance of Effect	Landscape Resource	Visual Resource
<b>Imperceptible</b>	An effect capable of measurement but without significant landscape and/or visual consequences. E.g. Where the project would not alter the landscape character of the area.	E.g. Where the project would retain existing views.
<b>Not Significant</b>	An effect which causes noticeable changes in the landscape and/or visual environment but without significant landscape and/or visual consequences. E.g. Where the project would not alter the landscape character of the area but may be present in a very small part of the landscape.	E.g. Where the project may just be discernible at an oblique angle and would not alter the composition of the view.
<b>Slight</b>	An effect which causes noticeable changes in the landscape and/or visual environment without affecting its sensitivities. E.g. Where proposed changes would have an indiscernible effect on the character of an area.	E.g. Where proposed changes would have a barely noticeable effect on views/visual amenity.
<b>Moderate</b>	An effect that alters the landscape in a manner that is consistent with existing and emerging baseline trends. E.g. Where proposed changes would be at slight variance with the character of an area.	E.g. Where proposed changes to views, although discernible, would only be at slight variance with the existing view.
<b>Significant</b>	An effect which, by its character, magnitude, duration, or intensity alters a sensitive aspect of the landscape and/or visual environment. E.g. Where proposed changes would be noticeably out of scale or at odds with the character of an area.	E.g. Where proposed changes to views would be noticeably out of scale or at odds with the existing view.

Significance of Effect	Landscape Resource	Visual Resource
<b>Very Significant</b>	An effect which, by its character, magnitude, duration, or intensity significantly alters most of a sensitive aspect of the landscape and/or visual environment. E.g. Where proposed changes would be uncharacteristic and/or would significantly alter a valued aspect of (or a high quality) landscape.	E.g. Where proposed changes would be uncharacteristic and/or would significantly alter a valued view or a view of high scenic quality.
<b>Profound</b>	An effect that obliterates sensitive characteristics within the landscape and/or visual environment. E.g. Where proposed changes would be uncharacteristic and/or would significantly alter a landscape of exceptional landscape quality (e.g., internationally designated landscapes), or key elements known to the wider public of nationally designated landscapes (where there is no or limited potential for substitution nationally).	E.g. Where proposed changes would be uncharacteristic and/or would significantly alter a view of remarkable scenic quality, within internationally designated landscapes or key features or elements of nationally designated landscapes that are well known to the wider public.

For the purposes of this assessment those effects indicated, in Figure 18-2, as being Profound, Very Significant, Significant or Moderate are regarded as being significant. Effects of 'Imperceptible to Slight' and lesser significance have been identified within the assessment, though are not considered significant. For those effects indicated as being of 'Significant' or 'Moderate' the assessor has exercised professional judgement in determining if the effect is considered to be significant, taking account of site specific or location specific variables which are given different weighting in each instance according to location.

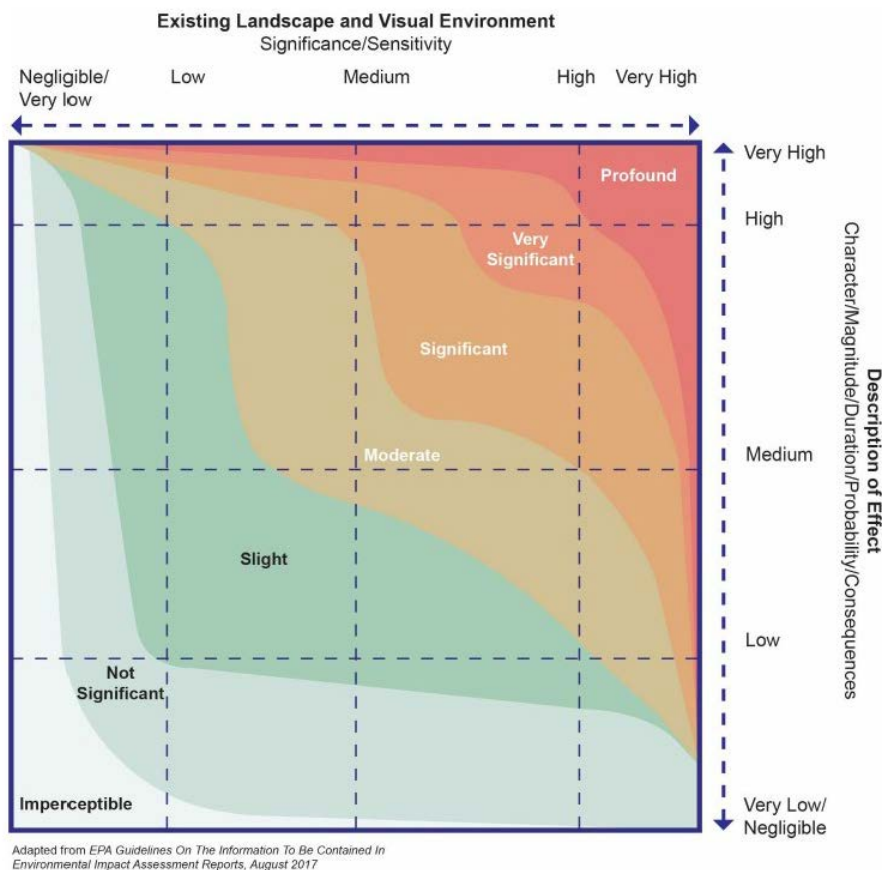


Figure 18-2: Basis for consideration of significance of effects

A conclusion that an effect is 'significant' should not be taken to imply that a new development is unacceptable. Significance of effect needs to be considered with regard to the nature / quality of the effects experienced and whether it is beneficial, neutral or adverse.

### 18.3.14 Cumulative Landscape and Visual Impact Methodology

The methodology for Cumulative Landscape and Visual Impacts (CLVIA) has been based on TII's LCA and LVIA of Specified Infrastructure Projects – Overarching Technical Document and TII's LCA and LVIA of Specified Infrastructure Projects.

The purpose of the CLVIA is to consider the landscape and visual impacts of a new development when viewed in context with other development within the study area, e.g. existing projects, those under construction and other projects permitted but not yet constructed or commenced, should be included for assessment.

Cumulative effects consist of direct effects on the physical landscape and the character of the site containing the development, and indirect, perceived effects on the landscape character of areas within the study area from which the developments would be visible. TII LCA and LVIA of Specified Infrastructure Projects – Overarching Technical Document define cumulative effects as:

*“Effects that result from incremental changes caused by other past, present or reasonably foreseeable actions together with the proposed road project, to create larger, more significant effects.”*

The significance of any identified cumulative landscape and visual effect has been assessed and has been based on the same combination of receptor sensitivity and predicted magnitude of impact described previously to identify the significance of cumulative effect.

### 18.3.15 Cumulative Baseline

In line with the above the additional landscape and visual effects arising from the Proposed Development in combination with other consented developments and Proposed Developments that that may give rise to cumulative landscape and visual effects. Other developments have been identified from a Planning Application search and include those which have been granted planning approval by the relevant Planning Authority.

A review of proposals, plans and developments has been undertaken to determine the likelihood for potential significant cumulative landscape and visual effects, taking consideration of the following criteria:

- Type and extent of identified proposal.
- The distance between the identified proposal and the Proposed Development.
- Likely visual influence of the identified proposal.
- Potential inter-visibility between the identified proposal and the Proposed Development.
- Potential for cumulative landscape effects on the physical fabric of the landscape or its scenic qualities.
- The potential for combined, successive and sequential visual effects in the context of the Proposed Development.

Chapter 19: Interaction and Cumulative Effects provides details of other identified proposals, plans and developments considered within the CLVIA that lie within proximity to the Proposed Development and that have been judged to have the potential to give rise to cumulative landscape and/ or visual effects.

## 18.4 Legislative Context

Legislation with regard to the following are considered pertinent to this landscape and visual chapter:

- Directive 2011/92/EU, amended by Directive 2014/52/EU, sets out the framework for Environmental Impact Assessments (EIAs) across the EU;
- The Roads Act 1993, particularly as amended by S.I. No. 279/2019;
- Planning and Development Acts 2000–2020;
- European Landscape Convention 2000;
- EU Habitats Directive 92/43/EEC of 21 May 1992; and
- EU Bird Directive Directive 2009/147/EC.

The Department of Arts, Culture and the Gaeltacht published a National Landscape Strategy for Ireland 2020-2025 in which it has identified objectives based on the implementation of the European Landscape Convention.

At a regional level, the Regional Spatial and Economic Strategy 2020-2032 gives further direction for development within the area. Whilst acknowledging the preservation of landscape it also identifies the TEN-T route as key to regional development where it has the potential to have a major impact on the quality of life, local economy and environment of the region.

All sections of the Proposed Development and their associated environs are contained within County Donegal and as such the County Donegal Development Plan (2024 – 2030) (“CDDP”). This document established landscape aims, policies and objectives relevant to this LVIA, and is discussed further in the following sections.

### 18.4.1 The Natural, Built, and Archaeological Heritage

The overarching aim of the CDDP in relation to the natural and built heritage is to ‘*conserve, protect and enhance the County’s natural, built and cultural heritage for future generations and encourage appreciation, access and enjoyment of these resources.*’

Following a review of the CDDP, the following Objectives are considered to be relevant to this LVIA:

- **“*BIO-O-1: To preserve and enhance the biodiversity of the County in accordance with the relevant EU policies and national legislation.*”**
- **“*L-O-1: To protect, manage and conserve the character, quality and value of the Donegal landscape.*”**
- **“*AH-O-1: Conserve, manage, protect and enhance the architectural heritage of Donegal namely Protected Structures, Architectural Conservation Areas, NIAH structures, designed landscapes and historic gardens, vernacular, historic building stock industrial and maritime built heritage, character and setting of such structures.*”**

Following a review of the CDDP, the following Policies are considered to be relevant to this LVIA:

- **“*BIO-P-1: To require all developments to comply with the requirements of the EU Habitats Directive and EU Bird Directive, including ensuring that development proposals: C. Protect and enhance features of the landscape (such as rivers, riverbanks, field boundaries, ponds and small woods) which are of major importance for wild fauna and flora and the ecological coherence of the Natura 2000 network.*”**
- **“*BIO-P-2: Ensure that all developments seek to conserve/protect the qualifying interests of Ramsar Sites, Nature Reserves, Natural Heritage Areas (NHA), proposed Natural Heritage Areas (pNHA), the Cró na mBroanáin Red Grouse Sanctuary and any species protected under the Wildlife Act save to the extent necessary to provide for strategic infrastructure projects including but not restricted to the TEN-T Priority Route Improvement Project, Donegal.*”**

- **“BIO-P-3:** Protect features of local biodiversity value (e.g. hedgerows/field boundaries, trees, woodlands, wetlands, water bodies, riverbanks and peatlands) which make a significant contribution ... associated visual amenity and/or rural character of the area.”
- **“BIO-P-5:** Require native pollinator friendly planting and management regimes as part of planting/landscaping schemes for new public development including green infrastructure, large scale residential and transport development.”
- **“L-P-1:** To protect areas identified as ‘Especially High Scenic Amenity’ on Map 11.1 ‘Scenic Amenity’. Within these areas, only developments of strategic importance, or developments that are provided for by policy elsewhere in this Plan may be considered.”
- **“L-P-2:** To protect areas identified as ‘High Scenic Amenity’ and ‘Moderate Scenic Amenity’ on Map 11.1 ‘Scenic Amenity’. Within these areas, only development of a nature, location and scale that integrates with, and reflects the character and amenity of the landscape may be considered, subject to compliance with other relevant policies of the Plan.”
- **“L-P-3:** To safeguard the scenic context, cultural landscape significance, recreational/tourism amenities, and environmental amenities of the County’s coastline from inappropriate development, save for strategic infrastructure provision of overriding regional or national public interest. This policy will be implemented by the Council in so far as same can be practicably and reasonably achieved within the context of Strategic Infrastructure Projects including, but not restricted to, the TEN-T Priority Route Improvement Project, Donegal, the Bridgend to County border project scheme, the Buncrana Inner Relief Road and Greenways.”
- **“L-P-6:** To safeguard prominent skylines and ridgelines from inappropriate development.”
- **“L-P-7:** To preserve the views and prospects of special amenity value and interest as identified on Map 11.1.”
- **“L-P-8:** To preserve scenic views between public roads and the sea, lakes and rivers. Such developments shall be considered on the basis of the following criteria.
  - a. whether the integrity of the view has been affected to-date by development;
  - b. whether the development would intrude significantly on the view; and
  - c. whether the development would materially alter the view.
 In operating this policy, a reasonable and balanced approach shall be implemented so as to ensure that the policy does not act as a blanket ban on developments between the road and the sea, lakes and river but also seeks to maintain existing landscape qualities in the area.”

In operating the policy, a reasonable and balanced approach shall be implemented so as to ensure that the policy does not act as a blanket ban on developments between the road and the sea, lakes and rivers.

#### 18.4.1.1 Landscape Value

The landscape of the county has been categorised into three layers of value (illustrated on Map 11.1 of the CDDP), which have been classified as areas of ‘Especially High Scenic Amenity’, areas of ‘High Scenic Amenity’ and areas of Moderate Scenic Amenity.

It is noted from the review of the CDDP Map 11.1 that none of the landscapes within County Donegal have been classified as Low Value.

The definitions for each of the areas of landscape value and classification are as detailed below:

- **Areas of Especially High Scenic Amenity (EHSA)** deemed to have extremely limited capacity to assimilate additional development.
- **Areas of High Scenic Amenity (HSA)** deemed to have capacity to absorb sensitively located development of scale, design and use that will enable assimilation into the receiving landscape and which does not detract from the quality of the landscape, subject to compliance with all other objectives and policies of the plan.
- **Areas of Moderate Scenic Amenity (MSA)** deemed to have capacity to absorb suitable development.

All new development within the county must have regard to the specific landscape classification, in terms of integration and assimilation of development into the receiving landscape.

The CDDP is further supported by the Strategic Environmental Assessment (SEA) Statement of the County Donegal Plan 2024-2030 providing information to be used in the decision-making process. The landscape target is:

*“To protect and manage the local landscape including landscape and visual features elements and characteristics of specific relevance to Donegal.”*

## 18.5 Receiving Environment (Landscape and Visual)

### 18.5.1 General Overview – Section 1

The existing environment associated with Section 1 of the Proposed Development includes land between Drumnacross to the north, Blackburn Bridge to the south, Cooladawson to the east and Creggan to the west, with the urban form of Stranorlar and Ballybofey forming the main urban form within the central portion of the study area.

The landscape associated with Section 1 and its associated environs, is dominated by the relatively wide valley associated with the River Finn and its many tributaries. The River Finn traverses the study area in a generally west-east orientation, with elevated land to the north and west of Ballybofey/Stranorlar providing a sense of enclosure to the flat, valley landscape.

Land cover associated with Section 1 is varied though generally comprised of a fertile agricultural plain adjacent to the River Finn, set within a wider, gently undulating mixed arable and pastoral agricultural landscape with large tracts of mixed species woodland and coniferous forestry on more elevated, poorer quality land.

Fields are generally large to medium in scale and well defined by mixed species hedgerows of varying quality. In many places these hedgerows have become degraded, have developed gaps, become overgrown or have become over-mature so that only lines of trees remain without hedgerow species to connect them. In other instances, field boundaries are defined by hedgerows with mature trees, which form a sense of enclosure, restricting views across the undulating agricultural landscape. Tree cover forms a strong element of the surrounding landscape, particularly within the northern portion of the study area. Small mixed species woodland and copses of tree cover restricts views, whilst large to medium scale coniferous plantations on more elevated slopes provide a textural change within wider views.

Whilst the combined urban form of Ballybofey and Stranorlar dominates the landscape character locally, views of the urban form are restricted by existing vegetation cover and undulations in topography. Development associated with Ballybofey has expanded along many of the local and rural road networks within the River Finn Valley, with singular residential housing and clusters of residential development apparent, forming linear development radiating primarily south, east and west. Residential development adjacent to local and rural road networks north of the River Finn is generally more constrained with a clearer separation between the development limit of Stranorlar and surrounding scattered residential development and farmsteads.

Within the northern portion of the study area, views from existing road networks are generally limited and constrained by roadside vegetation with field boundary hedgerows containing trees adding further visual containment. Mixed species woodland and coniferous plantations add further variety and textural interest to views where visible, particularly to elevated, southern facing slopes north of the River Finn which creates a backdrop to northern views. To the south of the study area, views are considered to be more expansive in nature, where gaps in roadside vegetation permit views. More elevated land to the west and north provides distant enclosure, whilst existing vegetation cover provides enclosure at a more local level.

The area is well served by existing national and regional road networks, which generally radiate from the urban form of Ballybofey and Stranorlar. The extensive local road network provides further linkage with the wider landscape and generally fits well within the landscape being screened by roadside

vegetation and tree lined hedgerows. Other visual detractors include overhead power lines, on both double pole sets and single poles, which are visible throughout the LCA, though become more visually apparent in more open areas to the south of the River Finn where double pole sets create prominent visual features.

### 18.5.1.1 LCA of County Donegal – Section 1

A review of the 2018-2024 CDDP has identified that Section 1 of the Proposed Development is wholly contained within a single LCA Finn Valley (LCA 14) though is also located in close proximity to the northern edge of the Cashelnavern Borders and Uplands LCA 40, though is considered not to directly affect this LCA.

The CDDP Landscape Character Assessment notes that the Finn Valley LCA is dominated by the River Finn, its tributaries and associated valleys carved from the surrounding uplands. The LCA also notes that there are three distinct areas within the LCA that change from west to east with western areas characterised by steep narrow river valleys associated with the Rivers Finn and Reelan. The landscape eastwards from Ballybofey / Stranorlar towards Castlefinn is a fertile agricultural plain adjacent to the River Finn, set within a wider gently undulating agricultural landscape of large square fields similar to the adjoining Laggan Valley and Foyle Valley LCAs to the north.

#### Finn Valley – LCA 14

The key characteristics identified in the CDDP Landscape Character Assessment, under a variety of headings, are as follows:

- The River Finn system flows through high peat covered mountains within the west of this LCA eastwards through a more rolling and then gently undulating agricultural landscape of varying quality, tying this landscape character area together.
- Ballybofey-Stranorlar: Ballybofey-Stranorlar are two separate towns co-joined by a bridge over the River Finn at a key point along the N15/N13 North South Transport Corridor (part of the wider Atlantic Corridor collectively they comprise the 3<sup>rd</sup> largest urban centre in Donegal and function as a service centre in the heart of the Finn Valley, offering high level retail, commercial, social, cultural and recreational centre facilities.
- Historic landscape characterisation identifies that this area is characterised by a patchwork of straight-sided and surveyed fields, indicating 18<sup>th</sup>- and 19<sup>th</sup>-century agricultural improvements and the remains of a windmill at Croghan House, itself a landmark. This landscape is overlooked by Raphoe, Beltany Ring and Croghan House (though only the latter is within this area) and was a major route through history (now taken by the N15 road).
- Ballybofey-Stranorlar is in the middle of this LCA and the point where a number of radial routes from this LCA link to the wider county and beyond including the N15 east to Co. Tyrone, N15 south to Donegal Town, N13 north to Letterkenny and Derry and Regional roads west to Glenties, Fintown and Dungloe and northeast to Raphoe.
- Tree and hedgerow bound roads and laneways and the overgrown disused railway line all form important biodiversity corridors and linkages.
- Clumps and clusters of native deciduous trees and woodland are dispersed throughout this LCA and of note are the important and historic woodlands of Drumboe and Dunwiley in Ballybofey-Stranorlar.
- Agricultural fields within this are mostly bound by native deciduous hedgerow and trees.
- Forestry plantations are sporadically located on higher lands throughout this landscape character area.

It is noted that the landscape character assessment accompanying the CDDP does not provide any categorisation of the Finn Valley LCA with regards to sensitivity or condition, though does identify forces for change which include:

- Linear development along the rural road network.
- Renewable energy development (windfarms).

- Afforestation in upland areas.
- Telecommunications and infrastructure development.
- Development within the floodplains.
- Expansion and development of the twin towns of Ballybofey and Stranorlar.

### 18.5.1.2 Scenic Amenity Designations

Following a review of Map 11.1 (Scenic Amenity) which accompanies the CDDP it has been established that lands associated with Section 1 of the Proposed Development have been categorised as either being of 'High Scenic Amenity' or Moderate Scenic Amenity'.

### 18.5.1.3 Protected Views and Prospects – Section 1

Following a review of the CDDP and available information in relation to protected views and prospects, it has been established that there are no protected views or prospects contained within the study area associated with Section 1.

### 18.5.1.4 Historic Gardens and Designed Landscapes – Section 1

The National Inventory of Architectural Heritage (NIAH) commissioned a survey of historic gardens and designed landscapes in 2003 which now contains 6,000 records. A review of the historic gardens and designed landscapes records held by NIAH has identified 127 such records for Donegal County, none of which fall within the study area associated with Section 1.

## 18.5.2 General Overview - Section 2

The existing environment of the study area associated with Section 2 includes land between Connaghan's Bridge to the east, Trimragh to the north, Listellian to the south and the urban form of Letterkenny to the northwest. The landscape associated with the Section 2 study area and wider environs is dominated by the wide valley system associated with the River Swilly estuary and its adjacent floodplains. More elevated land to the south of the existing N13 road corridor and to the north and west of Letterkenny provides a sense of enclosure to the flat, estuarine landscape.

Land cover associated with Section 2 of the Proposed Development is predominantly comprised of pastoral and arable agricultural land use to the south and east, whilst the urban fringe of Letterkenny dominates north and northwestern portions. Further urban influence is experienced along the existing N13 corridor that bisects the study area in a generally east west orientation with linear residential development primarily located along more elevated land to the south of the N13. Industrial expansion on land between the River Swilly and the N13 corridor is apparent, particularly in the vicinity of the existing N13/ N14 junction, with low rise industrial units of varying quality and design evident.

Fields are generally well defined by mixed species hedgerows of varying quality. In many places these hedgerows have become degraded, have developed gaps, become overgrown or over-mature, so that only lines of trees remain without hedgerow species to connect them. In other instances, gorse has become a more dominant species, changing the appearance of the generally well managed hedgerows on the more elevated agricultural land. Tree cover, particularly adjacent to the existing N13 corridor, often limits views north across Lough Swilly. Coniferous plantations are scattered and largely restricted to poorer quality, higher elevation land within the study area.

The urban form of Letterkenny dominates the character within the northwestern portion of the study area and views north-west from within this predominantly estuarine landscape are often filtered or obscured by roadside vegetation and close built form, such that the urban fabric associated with eastern fringes of Letterkenny is obscured.

Mature vegetation cover within the urban fringe of Letterkenny further restricts clear views of the urban form at lower elevation however more elevated development is visually apparent, though seen against and generally below the existing horizon formed by ridge lines of hills to the west. Residential development has expanded eastwards adjacent to the N13 corridor, with further residential development extending along local access roads further south and east from the N13 corridor.

With regards to views from within the study area, it is considered that due to the lack of extensive tree cover generally, panoramic expansive views are available from properties and road networks at higher elevation particularly within the south-eastern portion of the study area. Views from the existing N13 corridor, set at lower elevation, are restricted by mixed species screen planting adjacent, though where gaps in vegetation permit, views north are expansive and panoramic in nature and generally focused toward Letterkenny and the elevated land beyond. Residential properties directly adjacent to the N13 are generally well screened by garden hedgerows, though more expansive views north over Lough Swilly are available from upper floors.

The study area associated with Section 2 is well served by national, regional and local road networks which generally occupy higher elevation land around the periphery of the River Swilly estuary, with instances of local roads extending into the adjacent floodplain. Other visual detractors include: the overhead electricity power line and pylons which crosses north to south across the study area, south of the major road junction at Port Bridge.

### 18.5.2.1 LCA of County Donegal – Section 2

A review of the Landscape Character Assessment accompanying the 2018-2024 CDDP identified that Section 2 is largely contained within a single LCA Letterkenny Estuary and Farmland (LCA 15) though a small section to LCA identified as Laggan Valley (LCA 12). LCA 12 is mainly found within Section 3 where the effects of the Proposed Development on it are assessed.

The CDDP Landscape Character Assessment notes that the Letterkenny Estuary and Farmland LCA is characterised by a wide, fertile valley of the River Swilly flowing through heath and bog covered uplands east towards Lough Swilly. Lough Swilly forms a large intertidal estuary encircled by higher hills and mountains to the north and south and rolling arable lands in the east. Letterkenny is the largest town in the county and dominates much of this LCA. Letterkenny sprawls out from its historic core in the centre of this LCA in all directions, only somewhat curtailed by the floodplains of the River Swilly and steep rugged land to the north and west of the town.

As previously identified, eastern portions of Section 2 are located within the adjoining Laggan Valley LCA where the Proposed Development associated with Section 2 aligns within the proposed N13 / N14 roundabout junction, forming connection between Section 2 and Section 3 of the Proposed Development.

### Letterkenny Estuary and Farmland – LCA 15

The key characteristics identified in the CDDP landscape character assessment, under a variety of headings, are as follows:

- Large primarily agricultural floodplains extend inland along the river Swilly through Letterkenny Town and beyond into Newmills. Some of the floodplains within the town area have been developed for commercial and retail use.
- The agricultural lands within this LCA are of varying quality ranging from good quality arable land along the shores of Lough Swilly, river valleys and arable land to the east, to upland grazing and pasture on peripheral uplands.
- There is a substantial amount of residential sprawl radiating from Letterkenny and a considerable amount of one-off rural dwellings and linear development along the local road networks.
- Letterkenny is the largest town in the county with a population of 19,588 (Letterkenny urban boundary CSO 2011) and part of the linked Letterkenny Derry Gateway as identified in the National Spatial Strategy, 2020. The town is located west of the Swilly estuary on the banks of the Swilly River in recent times the town has expanded south across the river whereas the historic town fabric is located on higher lands just north of the river.
- Historic landscape characterisation identifies that Letterkenny, like many towns, is located at the first significant river crossing inland of an estuary (Lough Swilly), and thereby over time became a travel node, with roads converging on the river crossing.
- Hedge and deciduous tree bound fields are a predominant feature in this landscape providing biodiversity corridors throughout.

- Dispersed clumps of deciduous woodland, demesne woodland and important historic woodlands in this LCA.
- Lands on and around the estuary at Big Isle are an important wintering feeding ground for internally important species of Geese, and much of this tidal estuary is designated as Special Protection Area (SPA).

It is noted that the landscape assessment accompanying the CDDP does not provide any categorisation of the Letterkenny Estuary and Farmlands LCA with regards to sensitivity or condition, though does identify forces for change which include:

- Degree of pressure in the rural area of this LCA for urban generated housing development from Letterkenny.
- Linear development along the rural road network.
- Renewable energy development (windfarms).
- Telecommunications and infrastructure development.
- Development and consolidation of Letterkenny urban area.

### 18.5.2.2 Scenic Amenity Designations

Following a review of Map 11.1 (Scenic Amenity) which accompanies the CDDP it has been established that lands associated with Section 2 have been categorised as either being of 'High Scenic Amenity' or Moderate Scenic Amenity'.

### 18.5.2.3 Protected Views and Prospects – Section 2

Following a review of the CDDP and available information in relation to Protected Views and Prospects, it has been established that the following Protected Views and Prospects are located within or within close proximity to the study area:

- Designated view on N13 Views northeast from the N13 at Listellian, northwest of Glenmaquin.
- Views looking northwest from Maghera Beg, north of Manorcunningham.

### 18.5.2.4 Historic Gardens and Designed Landscapes – Section 2

The NIAH commissioned a survey of historic gardens and designed landscapes in 2003 which now contains 6,000 records. A review of the historic gardens and designed landscapes records held by NIAH has identified 127 such records for Donegal County, none are recorded within the study area.

## 18.5.3 General Overview - Section 3

The existing environment of the study area associated with Section 3 includes land between Connaghan's Bridge (existing N13/ N14 junction) to the north and Lifford to the south. The study area extends west to include land to the east of Raphoe and east to include lands west of Lismaghry, Brockagh and Drumleene.

Land cover associated with Section 3 is predominantly comprised of pastoral and arable agricultural land use of varying quality, whilst the urban fringe of Lifford creates a localised point of interest in the southeast. Much of the landscape to the north of the study area is often described as a 'plantation landscape' with field patterns and scale reminiscent.

Field patterns and scale vary, with the agricultural landscape defined generally by a medium to large field pattern within the northern portion of the study area whilst a medium to small scale field pattern becomes prevalent within the southern portion of the study area. Throughout the study area field boundaries are well defined by mature, mixed species hedgerows which are generally well maintained. Tree cover forms a strong yet relatively sparse element of the landscape within the study area with mature trees in hedgerows acting as a visual link to the scattered mixed species woodlands that appear on more elevated slopes and less fertile land or that appear as shelterbelts surrounding the scattered farm dwellings and residential properties within the study area.

There is generally a dispersed settlement pattern within the study area, comprised of scattered farm steadings and residential dwellings. Linear development along local roads is apparent, though not obvious in many views due to the undulating nature of the topography and screening provided by vegetation cover. More concentrated areas of residential development are located at junctions between local roads, within northern portions of the study area. To the south, Lifford forms the main area of urban development within the study area, though is often well screened by roadside vegetation such that the urban form does not dominate southern views from the N14. Residential development has expanded along main arterial routes such as N14, R264 and R265 north of Lifford though such developments are often partially screened in views by intervening topographical changes and vegetation.

Views are often expansive and panoramic in nature primarily as a result of the gently undulating landform associated with the broad valley systems associated with the Foyle River and the River Deele. Elevated land to the west of Strabane together with more elevated land at Croghan House Hill, to the west of Lifford form a backdrop to southern views. Whilst views are considered to be open and expansive in nature, they often become foreshortened by intervening topographical changes, scattered woodland cover and trees within hedgerows defining field boundaries.

The study area associated with Section 3 is well served by National, Regional and local road networks with the N14 forming the main arterial route between Lifford and Letterkenny in a generally north-south alignment through the relatively level landscape. Regional roads such as the R236, R264 and R265 form links to Raphoe, Saint Johnstown and the wider context. Regional roads generally run through the study area in an east-west orientation, whilst networks of local roads are found throughout the study area and considered to fit well within the landscape.

### 18.5.3.1 LCA of County Donegal – Section 3

A review of the Landscape Character Assessment accompanying the 2018-2024 CDDP identified that Section 3 of the Proposed Development is contained within two LCAs Laggan Valley (LCA 12) and Foyle Valley (LCA 13). It is also noted that the southeastern extent of Section 3 is located in close proximity to the Foyle Valley regional landscape character area, as identified from the NIRLCA associated with Northern Ireland.

The CDDP Landscape Character Assessment describes the Laggan Valley LCA as a vast undulating agricultural landscape of good quality pasture and arable land characterised by large, geometric, hedge trimmed agricultural fields extending over a wide geographical area, which is often described as a 'plantation' landscape.

The CDDP describes the Foyle Valley LCA as broad river valley extending along the River Foyle from outside Lifford to the border with Northern Ireland. This LCA is characterised by undulating fertile agricultural lands with a regular field pattern of medium to large geometric fields, bound by deciduous trees and hedgerow. There is a dispersed scatter of rural residential development within this LCA comprising of farmsteads and one-off rural dwellings along with areas of ribbon development along the county road network there are a number of large detached historic houses and associated grounds within this landscape, particularly along the Foyle. The Foyle Valley LCA has a strong visual connection to its mirror landscape on the opposite side of the River Foyle in Northern Ireland in terms of the similar landscape type and also that the Northern Ireland landscape inherently informs the views within and without of this LCA.

### Laggan Valley – LCA 12

The key characteristics identified in the CDDP landscape character assessment, under a variety of headings, are as follows:

- Laggan Valley LCA is a vast undulating agricultural landscape of good quality pasture and arable land characterised by large, geometric, hedge trimmed agricultural fields extending over a wide geographical area, with a long shore along Lough Swilly.
- Agricultural lands slope gently in a rolling form from the N13 towards the shore of Lough Swilly along the north of this LCA and have a primarily schist bedrock with small areas of limestone to the west around Manorcunningham.

- Dominant pattern of straight sided rectilinear hedgerow bound fields over an undulating and rolling working agricultural landscape interspersed with farmhouses and farm buildings.
- Plantation history is evident in the field formation within this LCA and the plantation towns and villages of Convoy, Manorcunningham and Raphoe.
- The Historic Landscape Characterisation (HLC) report identifies that this highly productive agricultural area was “improved” in the 18<sup>th</sup> and 19<sup>th</sup> centuries following 17<sup>th</sup>-century plantation. It is characterised by a patchwork of square fields (Straight-sided and surveyed fields Generic HLC-type), with hedges, and late 20<sup>th</sup>-century plantation woods and forest on the higher ground.

It is noted that the landscape character assessment accompanying the CDDP does not provide any categorisation of the Laggan Valley LCA with regards to sensitivity or condition, though does identify forces for change which include:

- Degree of pressure for urban generated housing development from Letterkenny and Derry in neighbouring Northern Ireland.
- Linear development along the rural road network.
- Renewable energy development (windfarms).
- Telecommunications and infrastructure development.

### Foyle Valley – LCA 13

The key characteristics identified in the CDDP landscape character assessment, under a variety of headings, are as follows:

- Foyle Valley LCA is a broad river valley extending along the River Foyle from outside Lifford in the south of the area to the border with Northern Ireland on the outskirts of Derry City in the north of this LCA including the ‘border villages’ of Ballindrait, Carrigans, Lifford and St. Johnston.
- This LCA is characterised by undulating fertile agricultural lands with a regular field pattern of medium to large geometric fields, bound by deciduous trees and hedgerow.
- There is a dispersed scatter of rural residential development within this LCA comprising of farmsteads and one-off rural dwellings along with areas of ribbon development along the county road network there are a number of large detached historic houses and associated grounds within this landscape, particularly along the Foyle.
- This LCA has a strong visual connection to its mirror landscape on the opposite side of the River Foyle in Northern Ireland in terms of the similar landscape type and also that the Northern Ireland landscape inherently informs the views within and without of this LCA.
- The landscape is physically shared with Northern Ireland to the east of this LCA the River Foyle defines the border with Northern Ireland and the two jurisdictions share its catchment.
- Regular shaped medium to large, arable and pasture fields bound in hedgerow interspersed with deciduous trees and clumps of trees are characteristic to this ‘plantation landscape’.
- Hedge and deciduous tree bound fields are a dominant feature in this landscape providing biodiversity corridors throughout.
- The topography of this LCA lends a wide aspect over the surrounding landscape and of particular note are the many wind farms in Northern Ireland that are visually prominent within this landscape.
- Large areas of deciduous woodland particularly along the coast and along the river valleys.

It is noted that the landscape character assessment accompanying the CDDP does not provide any categorisation of the Foyle Valley LCA with regards to sensitivity or condition, though does identify forces for change which include:

- In the past there was considerable pressure for urban generated housing development from the city of Derry in neighbouring Northern Ireland this LCA forms the natural rural hinterland of Derry city and abuts the border with Northern Ireland.
- Linear development along the rural road network.
- Potential for heritage and history tourism product development.

- Renewable energy development (windfarms).
- Afforestation on higher ground within the north and west of the landscape unit.
- Telecommunications and infrastructural development.

### 18.5.3.2 Scenic Amenity Designations

Following a review of Map 11.1 (Scenic Amenity) which accompanies the CDDP it has been established that lands associated with Section 3 of the Proposed Development have been categorised as either being of 'High Scenic Amenity' or Moderate Scenic Amenity.

### 18.5.3.3 Protected Views and Prospects – Section 3

Following a review of the CDDP and available information in relation to Protected Views and Prospects, it has been established that there are no Protected Views or Prospects contained within the study area associated with Section 3.

### 18.5.3.4 Historic Gardens and Designed Landscapes – Section 3

The National Inventory of Architectural Heritage (NIAH) commissioned a survey of historic gardens and designed landscapes in 2003 which now contains 6,000 records. A review of the historic gardens and designed landscapes records held by NIAH has identified 127 such records for Donegal County of two of which fall within the study area associated with Section 3 of the Proposed Development.

Cavanacor House, Clonleigh, Cavanacor, Garden No. DG0028: described by NIAH Building and Garden Survey as:

*“Modest sized demesne for early 17<sup>th</sup> century house set on high ground above the Deelee River and laid out as a landscape park in a style much later than the house. There is said to be evidence of a small formal layout, possibly an earlier garden contemporary with the house, adjacent to the house on the southwest side.”*

Croghan House, Lifford, Garden Numbers DG0039 & DG0040 described by NIAH Building and Garden Survey as:

*“Small site for early 18th century house on high ground above the River Finn. Well maintained ornamental grounds at the house and fine mature trees. Long approach drive from the main road; c.1840 gate lodge, now demolished. A few mature parkland trees. Outbuildings original and maintained. An interesting feature is the long east facing wall to the north of the house, probably used for growing fruit, that once backed a productive garden area.”*

A review of the Department for Communities, Historic Environment Divisions', Historic Environment Record of Northern Ireland's (HERoNI) records identified Castletown House to the northwest of Strabane. This has been requested to be included by Donegal County Council for visual assessment from the property towards the Proposed Development. As it is not a recognised landscape designation it will not be discussed further within the landscape section of this assessment, it is however represented by Viewpoint 15 Castletown House Garden in Appendix C18.03 within the visual assessment section Table 18-57.

## 18.6 Predicted Impacts

### 18.6.1 Predicted Landscape Impacts (Do Nothing)

#### 18.6.1.1 All Sections

It is considered that a Do Nothing scenario would result in no material alteration to the existing road corridors (N13, N14 and N15) or the surrounding local road networks and associated junctions, other than operations required to maintain the current condition of the transport corridors.

As such a Do Nothing scenario is predicted to have a localised, negligible magnitude of impact resulting in an imperceptible significance of localised indirect effects.

## 18.6.2 Construction Phase Landscape Impacts (Do Something)

Chapter 4: Project Description describes the construction methods proposed in detail, with construction works anticipated to be approximately three years in duration. Construction phase works will be visible to a varied extent depending upon the individual construction activities being undertaken at any given time.

Construction phase impacts relate generally to the following activities that are considered to be common across all three sections of the Proposed Development:

- Site clearance activities including removal of existing vegetation along the Proposed Development generally.
- Temporary construction compounds for site offices, welfare facilities and storage areas for materials.
- Temporary working areas.
- Construction machinery and plant movements along the Proposed Development corridor and the surrounding road networks.

### 18.6.2.1 Section 1

In addition to the construction phase activities identified above the particular aspects of the Proposed Development within Section 1, that are most relevant to this LVIA include:

- Construction of new roundabout junction on N15 including proposed link connections to existing N15 corridor (Ch 0+0 to Ch 0+400 approx.) which will involve the remodelling of existing topography to form new embankments and cuttings resulting in the loss of hedgerows and established roadside vegetation.
- Construction of new road connections between the Proposed Development corridor and surrounding road networks (Ch 0+400 to Ch 0+600 approx.) which will involve the remodelling of existing topography to form new embankments resulting in the loss of hedgerows and established mixed species woodland planting.
- Construction of new link roads and junctions, connecting the Proposed Development corridor with the existing N15 and R252 (Ch 1+200 to Ch 2+400 approx.) which will involve the remodelling of existing topography to form new embankments and cuttings, roundabout junction, new local bridge crossing resulting in the loss of hedgerows, hedgerows with mature trees, established roadside vegetation and garden boundary vegetation.
- Construction of new bridge crossing across the River Finn and associated modifications to local road network, R252 (Ch 2+400 to Ch 2+600 approx.) which will involve the remodelling of the existing topography to form new cuttings and embankments resulting in the loss of established roadside vegetation and woodland adjacent to the River Finn.
- Construction of new road corridor and associated modifications to local road connections (Ch 3+000 to Ch 6+200 approx.) which will involve the remodelling of the existing topography to form new cuttings and embankments resulting in the loss of hedgerows, hedgerows with trees, mixed species woodland planting and mixed species screen planting associated with scattered farmsteads and residential properties.
- Construction of new junction and modifications to local road connections (Ch 6+200 to Ch 7+000 approx.) which will involve the remodelling of the existing topography to form new cuttings, embankments and bridge resulting in the loss of hedgerows, hedgerows with trees and mixed species screen planting.
- Construction of new link road between proposed new road corridor and existing N13 and N15 corridors to the southeast arising from the new junction proposed (Ch 6+400) identified above, including formation of new roundabouts on N15 and N13 and modifications to local road

connections which will involve the remodelling of the existing topography to form new embankments, cuttings and road junctions (roundabouts) resulting in the loss of hedgerows, hedgerows with trees, established roadside vegetation and localised portions of mixed species woodland.

- Construction of new junction, road connections with modifications to local road network connections on the N13 (Ch 8+000 to Ch 8+600 approx.) which will involve the remodelling of the existing topography to form new embankments, road connections and roundabout resulting in the loss of hedgerows, established roadside vegetation and coniferous woodland.
- Replacement of overhead powerline pole sets in the Cappry area.

## Section 1 Construction Phase Landscape Character Area Impacts

An assessment of the significance of the impact of Section 1 of the Proposed Development during the construction phase on the landscape character is provided in Table 18-6.

**Table 18-6: Finn Valley LCA Construction Phase Impacts Assessment**

LCA 14 – Finn Valley	
<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>▪ Section 1 of the Proposed Development is wholly contained within this LCA.</li> <li>▪ Key characteristics which, together with field works, have informed an understanding of the susceptibility of this landscape to the development proposed are described in the CDDP as: <ul style="list-style-type: none"> <li>▪ The River Finn system flows through high peat covered mountains within the west of this LCA eastwards through a more rolling and then gently undulating agricultural landscape of varying quality, tying this landscape character area together.</li> <li>▪ Ballybofey-Stranorlar: Ballybofey-Stranorlar are two separate towns co-joined by a bridge over the River Finn at a key point along the N15/N13 North South Transport Corridor (part of the wider Atlantic Corridor) collectively they comprise the third largest urban centre in Donegal and function as a service centre in the heart of the Finn Valley, offering high level retail, commercial, social, cultural and recreational centre facilities.</li> <li>▪ Historic landscape characterisation identifies that this area is characterised by a patchwork of straight-sided and surveyed fields, indicating 18<sup>th</sup>- and 19<sup>th</sup>-century agricultural improvements and the remains of a windmill at Croghan House, itself a landmark. This landscape is overlooked by Raphoe, Beltany Ring and Croghan House (though only the latter is within this area) and was a major route through history (now taken by the N15 road).</li> <li>▪ Ballybofey-Stranorlar is in the middle of this LCA and the point where a number of radial routes from this LCA link to the wider County and beyond including the N15 east to Co. Tyrone, N15 south to Donegal Town, N13 north to Letterkenny and Derry and Regional roads west to Glenties, Fintown and Dungloe and northeast to Raphoe.</li> <li>▪ Tree and hedgerow bound roads and laneways and the overgrown disused railway line all form important biodiversity corridors and linkages.</li> <li>▪ Clumps and clusters of native deciduous trees and woodland are dispersed throughout this LCA and of note are the important and historic woodlands of Drumboe and Dunwiley in Ballybofey-Stranorlar.</li> <li>▪ Agricultural fields within this are mostly bound by native deciduous hedgerow and trees.</li> <li>▪ Forestry plantations are sporadically located on higher lands throughout this landscape character area.</li> <li>▪ Overall the character of the LCA within the study area is strongly influenced by the River Finn, with lands to the north generally more undulating and upland in nature which is in contrast the more open and level landscape to the south. Taking account of the above characteristics and influence of existing road corridors within the study areas, the susceptibility of the LCA to the type of development proposed is judged to be medium.</li> <li>▪ The northern portion of the LCA within the study area is designated as being of High Scenic Amenity whilst southern portions have been designated as being of Medium Scenic Amenity. Given the localised influences of the urban form or Ballybofey /</li> </ul> </li> </ul>

## LCA 14 – Finn Valley

Stranorlar and the existing road corridors the overall value of the LCA within the study area is judged to be high.

Based on the susceptibility and value attached to this LCA, the overall significance and sensitivity of this LCA is judged to be **high**.

### Magnitude of effect

- Direct impacts on this LCA will arise from the physical construction of new elements associated with the Proposed Development corridor, construction of new link roads, formation of new roundabout junctions to the northern and southern extents of the proposed corridor, new embankments, new cuttings, diverted overhead lines, new poles and towers and associated infrastructure such as new overbridges on local link road connections and the new bridge crossing across the River Finn and the resulting loss of vegetation required to form these new elements.
- These proposed new features will require construction equipment and activities that will be locally conspicuous during the construction phase. It is considered that construction activities within northern portions of the LCA will have a more localised effect as the surrounding undulating topography coupled with the well vegetated nature of the wider, surrounding, landscape will quickly absorb such activities. It is considered that construction activities associated with the Proposed Development within southern portions of the LCA will have a wider effect as the surrounding topography is less undulating and more open in nature. Construction activities associated with the formation of the new bridge crossing across the River Finn will be experienced at a local level, as construction activities will be partially screened by retained vegetation adjacent to the River Finn. Construction activities associated with the new link road between the proposed route corridor and the existing N15 to the east of Stranorlar are also considered to give rise to localised effects, as intervening vegetation and localised changes in topography will aid screening.
- Portions of the LCA adjacent to, but beyond the site boundary of the Proposed Development are predicted to experience indirect effects as a consequence of the formation of the new features, though the predicted impacts are often negated by retained vegetation and localised changes in topography.

The predicted magnitude of effect associated with the formation of new junctions, new link roads and bridge crossing are considered to be localised and **very high**, restricted to land contained within the site boundary.

### Significance of Landscape Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.
- Very Significant to Significant, short duration effects, within the construction area are predicted to experience effects during the construction of the new road junctions to the north and south of the proposed corridor, proposed River Finn crossing, the new junction and associated link roads to the south of the River Finn as well as new junction and link road between Proposed Development corridor and new link road with N15 to the east of Stranorlar. Diverted overhead lines with associated structures will contribute to the significance of effect in this construction phase.
- Significant to Moderate, adverse, short duration effects are predicted to be experienced during the construction of remaining portions of the Proposed Development.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience no effects.

Overall the significance of landscape effect is considered **profound**, adverse, temporary significant effects within the construction area to the Proposed Development. Remaining portions of LCA 14 are considered to have indirect not significant, reversible effects.

### 18.6.2.2 Section 2

In addition to the construction phase activities applicable to all sections identified above the particular aspects of the Proposed Development within Section 2, that are most relevant to this LVIA include:

- Construction of new roundabout junction on N56 including alterations to link road connections to existing N56 corridor (Ch 0+0 approx.) which will involve the alterations to the existing built environment of Letterkenny, realignment of existing local road networks and remodelling of existing topography to form new cuttings resulting in the loss of existing roadside vegetation.
- Construction of new bridge crossing over the River Swilly (Ch 0+400 to Ch 0+800 approx.) which will involve the remodelling of existing topography to form new embankments and bridge crossing resulting in the loss of riverside vegetation and hedgerows.
- Construction of new junctions connecting Proposed Development with the existing N13 corridor (Ch 1+200 to Ch 2+200 approx.) with formation of new link roads and associated modifications to existing local road networks which will involve the remodelling of existing topography to form new embankments and cuttings, roundabout junctions and linking roads resulting in the loss of hedgerows and established roadside vegetation associated with the N13 corridor.
- Construction of new roundabout junction and associated new link roads at Listellian which will involve the remodelling of the existing topography to form new cuttings and embankments and roundabout junctions resulting in the loss of established roadside vegetation, hedgerows, mixed species screen woodland.
- Construction of new junction comprised of new overbridge, roundabouts and linking roads (Ch 1+200 approx.) on the N13, east of the existing Dry Arch Roundabout, Letterkenny which will involve the remodelling of the existing topography to form new embankments and cuttings resulting in the loss of established roadside vegetation, hedgerows, hedgerows with trees and mixed species woodland.
- Re alignment of the existing N13 corridor and formation of new local link road (Ch 2+200 and Ch 3+200 approx.) and formation of new roundabout junction west of the existing N13 / N14 roundabout junction which will involve the remodelling of the existing topography to form new embankments resulting in the loss of established roadside vegetation and mixed species woodland planting.

### Section 2 Construction Phase Landscape Character Area Impacts

An assessment of the significance of the impact of Section 2 of the Proposed Development during the construction phase on the landscape character is provided in Table 18-7.

**Table 18-7: Letterkenny Estuary and Farmland LCA Construction Phase Impacts Assessment**

#### LCA 15 – Letterkenny Estuary and Farmland

<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>▪ Section 2 of the Proposed Development is largely located within this LCA, with a minor portion extending into the adjacent LCA identified as Laggan Valley (LCA 12), which has been included with the assessment provided in Table 18-8.</li> <li>▪ Key characteristics which, together with field works, have informed an understanding of the susceptibility of this landscape to the development proposed are described in the CDDP as:</li> <li>▪ Large primarily agricultural floodplains extend inland along the river Swilly through Letterkenny Town and beyond into Newmills. Some of the floodplains within the town area have been developed for commercial and retail use.</li> <li>▪ The agricultural lands within this LCA are of varying quality ranging from good quality arable land along the shores of Lough Swilly, river valleys and arable land to the east, to upland grazing and pasture on peripheral uplands.</li> <li>▪ There is a substantial amount of residential sprawl radiating from Letterkenny and a considerable amount of one-off rural dwellings and linear development along the local road networks.</li> </ul>
---	--

## LCA 15 – Letterkenny Estuary and Farmland

- Letterkenny is the largest town in the county with a population of 19,588 (Letterkenny urban boundary CSO 2011) and part of the linked Letterkenny Derry Gateway as identified in the National Spatial Strategy, 2020. The town is located west of the Swilly estuary on the banks of the Swilly River in recent times the town has expanded south across the river whereas the historic town fabric is located on higher lands just north of the river.
- Historic landscape characterisation identifies that Letterkenny, like many towns, is located at the first significant river crossing inland of an estuary (Lough Swilly), and thereby over time became a travel node, with roads converging on the river crossing.
- Hedge and deciduous tree bound fields are a predominant feature in this landscape providing biodiversity corridors throughout.
- Dispersed clumps of deciduous woodland, demesne woodland and important historic woodlands in this LCA.
- Lands on and around the estuary at Big Isle are an important wintering feeding ground for internally important species of Geese, and much of this tidal estuary is designated as SPA.
- Overall, the character of the LCA within the study area is strongly influenced by the urban form of Letterkenny, the existing N13 road corridors located within central and western portions of the study area and the Swilly Estuary. Lands to the south of the N13 are generally more undulating in character and are as a consequence less influenced by the built form of Letterkenny. Taking account of the above characteristics and influence of existing road corridors and built form within the study areas, the susceptibility of the LCA to the type of development proposed is judged to be medium.
- The northern portion of the LCA within the study area is designated as being of High Scenic Amenity whilst southern portions have been designated as being of Medium Scenic Amenity. Given the influences of the urban form of Letterkenny and the existing road corridors the overall value of the LCA within the study area is judged to be medium.

Based on the above findings the overall rating of landscape significance and sensitivity is judged to be **medium**.

### Magnitude of effect

- Direct impacts on this LCA will arise from the physical construction of new elements associated with the Proposed Development corridor, construction of new link roads, formation of new roundabout junctions, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections and the new bridge crossing across the River Swilly and the resulting loss of vegetation and modifications to urban form required to accommodate these new elements as well as diverted overhead lines, new poles and towers and associated infrastructure. These proposed new features will require construction equipment and activities that will be conspicuous during the construction phase locally.
- It is considered that construction activities with the formation of the northern roundabout junction with the N56, will have a localised effect on the urban form of Letterkenny, though visibility of such activities will be largely screened within the wider LCA by surrounding, retained built form.
- It is considered that construction activities associated with the new bridge crossing across the River Swilly and new road corridor crossing the Swilly Estuary will be experienced at a wider level, as construction activities will be fully visible within the more open, lower elevation estuary landscape. Construction activities associated with the formation of the new roundabout junction, linking roads and new corridor section to the east of the existing Dry Arch Roundabout will be experienced at a local level, partially screened by surrounding built form.
- Construction activities associated with the new road corridor between existing sections of the N13 (south and east of Letterkenny) are considered to give rise to localised effects, as intervening vegetation and localised changes in topography will aid screening of construction activities.
- Construction activities associated with the formation of the new junction and associated linking roads to the east of Letterkenny are considered to give rise to localised effects, though will be visible from more elevated lands to the north and south which form enclosure to the Swilly Estuary.

### LCA 15 – Letterkenny Estuary and Farmland

- Alterations to the existing N13 corridor further east are considered to give rise to localised effects, though these will be restricted by localised changes in topography and partially screened by retained vegetation.
- Localised portions of the LCA adjacent to, but beyond the site boundary of the Proposed Development are predicted to experience indirect effects as a consequence of the formation of the new features, though the predicted impacts are often screened by retained vegetation and localised changes in topography within the wider landscape.
- The predicted magnitude of effect associated with the formation of new junctions, new link roads and bridge crossing are considered to be localised to the construction area with a high, short term magnitude of effect, restricted to land contained within the site boundary.
- The predicted magnitude of effect associated with alterations to the existing N13 corridor, east of Letterkenny, are considered to be localised and **medium**, restricted to land contained within the site boundary.

Overall the predicted magnitude of effect for LCA 15 is considered to be localised and **high** for the duration of the construction activity.

#### Significance of Landscape Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 15 for this period.
- Localised Significant to Moderate, adverse, short duration, direct effects are predicted to be experienced during the construction of the new road junction on the N56, new road junction and link roads on the N13, new roundabouts and link roads to the east of the Dry Arch roundabout, proposed River Swilly crossing and construction of new road corridor across the Swilly Estuary and the link section to the south of Letterkenny which connects sections of the N13. Diverted overhead lines with associated structures will contribute to the significance of effect in the construction phase.
- Moderate, direct effects of a short duration are predicted to be experienced during construction activities associated with the re-alignment of the existing N13 corridor.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience no effects.

Overall the significance of landscape effect is considered **significant**, adverse, temporary significant effects within the construction area of the Proposed Development. Remaining portions of LCA 15 are considered to have indirect not significant, reversible effects.

### 18.6.2.3 Section 3

In addition to the construction phase activities applicable to all sections identified above the particular aspects of the Proposed Development within Section 3, that are most relevant to this LVIA include:

- Construction of new local access road connections and re-alignment of the N14 corridor in the vicinity of Labbadish (Ch 0+300 to Ch 0+900 approx.), which will involve the remodelling of existing topography to form new embankments, cuttings and the construction of new overbridge resulting in the loss of established roadside vegetation, hedgerows and hedgerows with trees.
- Construction of new road connections between the Proposed Development corridor and surrounding road networks in the vicinity of Ballyboe (Ch 1+900 approx.) which will involve the remodelling of existing topography to form new embankments, cuttings and construction of new overbridge resulting in the loss of established roadside vegetation, hedgerows with trees, scrub planting and mixed species woodland planting.
- Construction of new road connections between the Proposed Development corridor and surrounding road networks in the vicinity of Woodhill and Doorabble (Ch 4+500 approx.) which will involve the remodelling of existing topography to form new cuttings and construction of new overbridge's resulting in the loss of established roadside vegetation and hedgerows.
- Construction of new road corridor and associated modifications to road connections with the R236 at Carrickadawson (Ch 7+300 to Ch 8+500) which will involve the remodelling of the existing topography to form new cuttings, embankments, roundabout junctions and the construction of overbridges resulting in the loss of hedgerows, hedgerows with trees and established roadside vegetation.
- Construction of new road corridor, local road access links, overbridges and new bridge crossing across the Swilly Burn in the vicinity of Broadlea which will involve the remodelling of existing topography to form new embankments, cuttings and bridges resulting in the loss of hedgerows, hedgerows with trees, established roadside vegetation, coniferous woodland and mixed species woodland planting.
- Construction of new road corridor, local road access links, overbridges and bridge crossings across the Deelee River and R264 between Tamna-wood and Murlough (Ch 15+000 approx.) which will involve the remodelling of the existing topography to form new embankments, cuttings and bridges resulting in the loss of hedgerows, established roadside vegetation and riverside vegetation.
- Construction of new junction and associated road links to existing road network at proposed junction between new road corridor and the N15, west of Strabane (Ch 17+500 approx.) which will involve the remodelling of existing topography to form new embankments, cuttings roundabout junctions and A5 Link road with bridge crossing the River Finn resulting in the loss of established roadside vegetation, hedgerows with trees, hedgerows and riverside vegetation.

### Section 3 Construction Phase Landscape Character Area Impacts

An assessment of the significance of the impact of Section 3 of the Proposed Development during the construction phase on the landscape character is provided in Table 18-8 and Table 18-9.

**Table 18-8: Laggan Valley LCA Construction Phase Impacts Assessment****LCA 12 – Laggan Valley**

<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>▪ The northern portion of Section 3 of the Proposed Development, between the N13/ N14 junction and Dromore approximately, is wholly contained within this LCA.</li> <li>▪ Key characteristics which, together with field works, have informed an understanding of the susceptibility of this landscape to the development proposed are described in the CDDP as: <ul style="list-style-type: none"> <li>▪ <i>Laggan Valley LCA is a vast undulating agricultural landscape of good quality pasture and arable land characterised by large, geometric, hedge trimmed agricultural fields extending over a wide geographical area, with a long shore along Lough Swilly.</i></li> <li>▪ <i>Agricultural lands slope gently in a rolling form from the N13 towards the shore of Lough Swilly along the north of this LCA and have a primarily schist bedrock with small areas of limestone to the west around Manorcunningham.</i></li> <li>▪ <i>Dominant pattern of straight sided rectilinear hedgerow bound fields over an undulating and rolling working agricultural landscape interspersed with farmhouses and farm buildings.</i></li> <li>▪ <i>Plantation history is evident in the field formation within this LCA and the plantation towns and villages of Convoy, Manorcunningham and Raphoe.</i></li> <li>▪ <i>The historic landscape characterisation report identifies that this highly productive agricultural area was “improved” in the 18<sup>th</sup> and 19<sup>th</sup> centuries following 17<sup>th</sup>-century plantation. It is characterised by a patchwork of square fields (Straight-sided and surveyed fields Generic HLC-type), with hedges, and late 20<sup>th</sup>-century plantation woods and forest on the higher ground.</i></li> <li>▪ Overall, the character of the LCA within the study area is strongly influenced by the generally undulating agricultural landscape, with established field boundary hedgerows and scattered woodland planting which often restrict views of the wider landscape. Taking account of the above characteristics and influence of the existing N14 road corridor within the study areas, the susceptibility of the LCA to the type of development proposed is judged to be medium.</li> <li>▪ The northern portion of the LCA within the study area is designated as being of High Scenic Amenity whilst southern portions have been designated as being of Medium Scenic Amenity. Given the localised influences of the existing road networks and prevalence of scattered development (residential and commercial) the overall value of the LCA within the study area is judged to be high.</li> </ul> </li> </ul>
---	--

Based on the susceptibility and value attached to this LCA, the overall significance and sensitivity of this LCA is judged to be **medium**.

<b>Magnitude of effect</b>	<p>Direct impacts on this LCA will arise from the physical construction of new elements associated with the Proposed Development corridor, construction of new link roads, formation of new roundabout junctions forming connection with the R236, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections, diverted overhead lines, new poles and towers and the resulting loss of vegetation required to form these new elements.</p> <ul style="list-style-type: none"> <li>▪ These proposed new features will require construction equipment and activities that will be locally conspicuous during the construction phase. It is considered that construction activities within the LCA will have a localised effect as the surrounding undulating topography coupled with the well vegetated nature of the wider, surrounding, landscape will quickly absorb such activities.</li> <li>▪ Localised portions of the LCA adjacent to, but beyond the site boundary of the Proposed Development are predicted to experience indirect effects as a consequence of the formation of the new features, though the predicted impacts are often negated by retained vegetation and localised changes in topography.</li> <li>▪ The predicted magnitude of effect associated with the formation of new junctions, new link roads and crossing are considered to be localised and high and restricted to land contained within the site boundary.</li> <li>▪ The predicted magnitude of effect associated with remaining portions of the Proposed Development are considered to be medium and localised in extent due to the undulating nature of the surrounding topography, coupled with the surrounding well vegetated landscape which limits the extent of visibility associated with construction activities.</li> </ul>
----------------------------	--

## LCA 12 – Laggan Valley

Overall the predicted magnitude of effect for LCA 12 is considered to be localised and **high** for the duration of the construction activity.

<b>Significance of Landscape Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activities along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.</li> <li>▪ Significant to Moderate, adverse, short duration, assessed as significant effects are predicted to be experienced during the construction of the new road junctions, link roads and associated infrastructure such as overbridges at Labbadish, Drumcarn, Doorabble, new junction arrangements and connections with the R236 and new link road connection and overbridge at Drumbeg. Diverted overhead lines with associated structures will contribute to the significance of effect in this construction phase.</li> <li>▪ Moderate, short duration assessed as not significant effects are predicted to be experienced during the construction of the remaining portions of the Proposed Development.</li> <li>▪ Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible significant effects.</li> </ul>
---	---

Overall the significance of landscape effect is considered **moderate**, adverse, temporary, significant effects within the construction area to the Proposed Development. Remaining portions of LCA 12 are considered to have indirect not significant, reversible effects.

**Table 18-9: Foyle Valley LCA Construction Phase Impacts Assessment**

## LCA 13 – Foyle Valley

<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>▪ The southern portion of Section 3, between Dromore and Lifford approximately, is contained within this LCA.</li> <li>▪ Key characteristics which, together with field works, have informed an understanding of the susceptibility of this landscape to the development proposed are described in the CDDP as: <ul style="list-style-type: none"> <li>▪ <i>Foyle Valley LCA is a broad river valley extending along the River Foyle from outside Lifford in the south of the area to the border with Northern Ireland on the outskirts of Derry City in the north of this LCA including the 'border villages' of Ballindrait, Carrigans, Lifford and St. Johnston.</i></li> <li>▪ <i>This LCA is characterised by undulating fertile agricultural lands with a regular field pattern of medium to large geometric fields, bound by deciduous trees and hedgerow.</i></li> <li>▪ <i>There is a dispersed scatter of rural residential development within this LCA comprising of farmsteads and one-off rural dwellings along with areas of ribbon development along the county road network there are a number of large detached historic houses and associated grounds within this landscape, particularly along the Foyle.</i></li> <li>▪ <i>This LCA has a strong visual connection to its mirror landscape on the opposite side of the River Foyle in Northern Ireland in terms of the similar landscape type and also that the Northern Ireland landscape inherently informs the views within and without of this LCA</i></li> <li>▪ <i>The landscape is physically shared with Northern Ireland to the east of this LCA the River Foyle defines the border with Northern Ireland and the two jurisdictions share its catchment.</i></li> <li>▪ <i>Regular shaped medium to large, arable and pasture fields bound in hedgerow interspersed with deciduous trees and clumps of trees are characteristic to this 'plantation landscape'.</i></li> <li>▪ <i>Hedge and deciduous tree bound fields are a dominant feature in this landscape providing biodiversity corridors throughout.</i></li> <li>▪ <i>The topography of this LCA lends a wide aspect over the surrounding landscape and of particular note are the many wind farms in Northern Ireland that are visually prominent within this landscape.</i></li> </ul> </li> <li>▪ Overall, the character of the LCA within the study area is relatively more open in nature when compared with the adjacent LCA (Laggan Valley). Elevated land associated with Binnion Hill,</li> </ul>
---	--

## LCA 13 – Foyle Valley

to the northeast and Croghan House Hill, to the south of the LCA provide a sense of enclosure to views from within the lower elevation land through which the Proposed Development traverses. Whilst hedgerows and woodland planting is present as a main feature of the LCA, expansive views are often experienced due to localised changes in topography, particularly when traversing through lower elevation landscapes associated with the Swilly Burn and Deelee River corridors. Taking account of the above characteristics and influence of existing road corridors within the study areas, the susceptibility of the LCA to the type of development proposed is judged to be high.

- The northern and southern portions of this LCA within the study area are designated as being of Medium Scenic Amenity whilst central portion, relating to more elevated land between Broadlea and Lifford have been designated as being of High Scenic Amenity. Given the influences of the urban form of Lifford, the existing road corridors and the scattered residential and farm buildings the overall value of the LCA within the study area is judged to be high.

Based on the susceptibility and value attached to this LCA, the overall significance and sensitivity of this LCA is judged to be **high**.

### Magnitude of effect

- Direct impacts on this LCA will arise from the physical construction of new elements associated with the Proposed Development corridor, construction of new link roads, formation of new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections and the new bridge crossing across the Swilly Burn and Deelee River, as well as diverted overhead lines, new poles and towers and the resulting loss of vegetation required to form these new elements.
- These proposed new features will require construction equipment and activities that will be more noticeable during the construction phase, particularly within the vicinity of the Swilly Burn and Deelee River where views are more open in nature. It is considered that construction activities will also be visible on more elevated land associated with Croghan House Hill, both locally and in western views available from the River Finn valley and eastern views from central areas of the LCA. Construction activities associated with the new link road between the Proposed Development and the proposed A5 Link, located southeast of Lifford are considered to give rise to more localised effects, as intervening vegetation and localised changes in topography aid screening.
- Localised portions of the LCA adjacent to, but beyond the site boundary of the Proposed Development are predicted to experience indirect effects as a consequence of the formation of the new features.

The predicted magnitude of effect associated with the formation of new junctions, new link roads and bridge crossing are considered to be contained within the construction area and **high**, restricted to land contained within the site boundary.

### Significance of Landscape Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.
- Very Significant to Significant, adverse, short duration, assessed as significant effects are predicted to be experienced during the construction of the new road junctions, proposed Swilly Burn crossing, Deelee River crossing and the new junction and associated link roads to the west of the River Finn. Diverted overhead lines with associated structures will contribute to the significance of effect in this construction phase.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible significant effects.

Overall the significance of landscape effect is considered **very significant**, adverse, temporary significant effects within the construction area to the Proposed Development. Remaining portions of LAC 13 are not considered to have indirect not significant, reversible effects.

### 18.6.2.4 Historic Gardens and Designed Landscapes – Section 3

An assessment of the significance of the impact of Section 3 of the Proposed Development during the construction phase on Cavanacor House is provided in Table 18-10.

**Table 18-10 Cavanacor House Construction Phase Impacts Assessment**

Cavanacor House	
<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>Cavanacor House is set approximately 600m west of the Proposed Development. The gardens are recognised by the National Built Heritage Service where it is noted that the current landscape parkland is laid out in a style of a later date than the 17th century house it accompanies. There are important historic landscape features within this garden, such as “fine mature trees in shelterbelts”, Victorian railings and stone walls.</li> </ul> <p>Based on the value and susceptibility the landscape significance and sensitivity is judged to be <b>high</b>.</p>
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>There will be no direct effects. The retention of the mature gardens around the house will screen any potential indirect effects of vehicle or material movement that may be evident on the surrounding road network, Appendix C18.03 Figure 40b.</li> </ul> <p>There will be no perceptible change key landscape characteristics. The magnitude of effect is considered <b>very low / negligible</b>.</p>
<b>Significance and Sensitivity of Landscape Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>Where there may be glimpses of construction activity it will not alter the nature / quality of the landscape. It is considered to have a neutral effect.</li> <li>The Proposed Development will not alter the landscape baseline at Cavanacor House.</li> </ul> <p>The significance of effect is considered <b>imperceptible</b>, neutral, assessed as not significant.</p>

An assessment of the significance of the impact of Section 3 of the Proposed Development during the construction phase on Croghan House is provided in Table 18-11.

**Table 18-11 Croghan House Construction Phase Impacts Assessment**

Croghan House	
<b>Significance and Sensitivity of Landscape Resource</b>	<ul style="list-style-type: none"> <li>Croghan House is set approximately 100m west of the Proposed Development. It is noted on the National Built Heritage Service listing to be set at a higher elevation compared to the surrounding landscape with a long approaching drive, well maintained grounds and fine trees, as represented in Appendix C18.03 Figure 38a. The drive and lawns to the front of the house slope away allowing views up towards it.</li> <li>The value and susceptibility are judged to be high.</li> </ul> <p>Based on the value and susceptibility the landscape significance and sensitivity is judged to be <b>high</b>.</p>
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>The long drive to Croghan House will remain, with the addition of embankments and a short length of tunnel to permit access to Croghan House, with the Proposed Development running at elevation across the existing sloping lawns.</li> <li>Direct impacts, permanent effects on Croghan House and its gardens will arise from the physical construction of new elements associated with the Proposed Development corridor, earthworks and the resulting loss of vegetation required to form the alignment that will be a noticeable change within the landscape.</li> </ul>

## Croghan House

- These proposed new features will require construction equipment and activities that will be conspicuous to the front of Croghan House during the construction phase and into the operational phase.

The predicted magnitude of effect associated with the formation of the new embankments and tunnel is considered to be **very high**, restricted to land contained within the site boundary.

- Significance of Landscape Effect during Construction Phase**
- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the landscape and appreciation for Croghan House.
  - Localised, direct, permanent effects assessed during the construction phase where construction will alter the fabric of the estate at Croghan House.

Overall the significance of landscape effect is considered **profound**, direct, adverse, temporary significant effects within the construction area to the Proposed Development.

### 18.6.3 Operational Phase Landscape Impacts

All sections of the Proposed Development will result in the formation of new built elements within the landscape. The principal sources of impact during the operational phase of the Proposed Development include:

- Implementation of new features within the landscape.
- Removal of boundaries and vegetation (hedges, scrub, trees etc.)
- Traffic movements on the road corridor.

The following features have been considered for the prediction of impacts associated with the operational phase of the Proposed Development embankments, cuttings, re-alignment of local road junctions, lighting signage creation of new overbridges, formation of new bridge crossings, formation of new roundabout junctions and the formation of new road linkages to the surrounding, retained existing road network.

### 18.6.3.1 Section 1 Operational Phase Landscape Character Impacts

The operational phase landscape character impacts for Section 1 are detailed in Table 18-12.

**Table 18-12: Finn Valley LCA Operational Phase Impacts Assessment**

#### LCA 14 – Finn Valley

**Significance and Sensitivity of Landscape Resource** As previously described in Table 18-6 the overall sensitivity of this LCA is judged to be **high**.

- Magnitude of effect**
- As previously discussed, in Table 18-6 the Proposed Development is wholly contained within this LCA and it is considered that potential impacts will be within the construction area and direct in nature. Whilst the LCA contains the existing N13 and N15 road corridors it is considered that the Proposed Development, comprising new embankments, cuttings, junction arrangements, link roads and bridges will alter this landscape permanently within the confines of the construction area as elements of the Proposed Development will be perceived as new features in the landscape.
  - The existing N13 and N15 road corridors do not form a prominent feature in the wider landscape due to the undulating nature of the surrounding topography and the enclosure provided by existing vegetation cover, however where experienced at a local level these road corridors do form prominent features in the landscape. It is predicted that the Proposed Development will not be widely prominent across this LCA as surrounding, enclosing vegetation and localised changes in topography have the potential to quickly absorb the proposed changes.
  - There are some sections of the Proposed Development which will be more prominent in the landscape, for example new junction arrangement with the N13 and N15 to the north and south, the new junction and link road connection with the N15, new bridge crossing over the River Finn and embankments associated with the Proposed Development to the north and south of the crossing, new junction and associated link road connections to the southwest of the River Finn which require the removal of hedgerows, hedgerows with trees, sections of mixed species woodland planting and established roadside vegetation. The combined effect will be to increase the scale and prominence of road corridors within the LCA, within the construction area, however it is considered that the wider landscape has the capacity to accommodate these proposed changes.
  - There are small areas where there is the requirement to divert electrical infrastructure, either overhead or underground to facilitate the Proposed Development. The largest area of diversion, from the Ballybofey junction to River Bridge requires electrical towers which, although not within the immediate footprint of the Proposed Development currently are not unfamiliar within the wider landscape character area. The alignment proposed is aside the Proposed Development mainline, as such, the landscape has the capacity to absorb this change. New poles required to carry diverted electrical cables, again are not unfamiliar, in this landscape.
  - The predicted magnitude of effect associated with the elements identified previously namely the new junction arrangement with the N13 and N15 to the north and south, the new junction and link road connection with the N15, new bridge crossing over the River Finn and embankments associated with the Proposed Development to the north and south of the crossing, new junction and associated link road connections to the south-west of the River Finn during the operational phase is considered to be localised and medium.
  - New embankments, cuttings and loss of vegetation relating to remaining portions of the Proposed Development will also have a direct effect upon the character of the LCA. Such elements of the Proposed Development would be largely assimilated into the wider landscape due to localised changes in topography and screening provided by intervening vegetation but

## LCA 14 – Finn Valley

embankments and cuttings, though would be perceived as detracting elements in the short term, though would not significantly affect the overall landscape character. The predicted magnitude of effect associated with these elements during the operational phase is considered to be low.

Overall, the predicted magnitude of effect associated with the formation of new junctions, new link roads and bridge crossing are considered to be localised and **medium**, restricted to land contained within the site boundary.

### Significance of Landscape Effect during Operational Phase

- Slight to moderate, assessed as significant, direct long term effects are predicted to be experienced during the operational phase of the new N13 and N15 junctions to the southern and northern extents of Section 1, new River Finn bridge crossing, new junction and associated link road to the southwest of the River Finn crossing, the new junction arrangement to the northeast of the River Finn Crossing and the new linking road to the N15 corridor as at the time of scheme opening proposed areas of planting will not be fully established. The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.
- Slight to Moderate, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme opening proposed areas of planting will not be fully established.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.

Overall the significance of landscape effect is considered **significant**, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into LCA 14. Remaining portions of LCA 14 are considered to have indirect not significant, reversible effects.

### 18.6.3.2 Section 2 Operational Phase Landscape Character Impacts

Operational phase landscape character impacts in Section 2 are detailed in **Table 18-13**.

**Table 18-13: Letterkenny Estuary and Farmland LCA Operational Phase Impacts Assessment**

#### LCA 15 – Letterkenny Estuary and Farmland

**Significance and Sensitivity of Landscape Resource** As previously described in Table 18-7 the overall sensitivity of this LCA is judged to be **medium**.

**Magnitude of effect**

- As previously discussed, in Table 18-7 the majority of the Proposed Development is contained within this LCA, with a minor portion extending into the adjacent Laggan Valley LCA (LCA 12), which has been included within the assessment provided in Table 18-14.
- Whilst this section of the Proposed Development is heavily influenced by the existing built form of Letterkenny and the existing N13 transport corridor, it is considered that the Proposed Development, comprising new embankments, cuttings, junction arrangements, link roads and bridges will alter this landscape permanently, at a local level, as elements of the Proposed Development will be perceived as new features within the landscape.
- The existing N13 road corridor, along lower elevation lands to the east of Letterkenny, forms a prominent feature in the local landscape, though is considered to form a minor element within the wider landscape when viewed from northern portions of the LCA beyond the Swilly Estuary due to enclosure provided by existing vegetation cover. It is predicted that sections of the Proposed Development crossing the Swilly Estuary will be prominent from more elevated areas of this LCA immediately north and south due to the lower, more open nature of the estuary LCA. From wider locations within the LCA enclosing vegetation and localised changes in topography have the potential to quickly absorb the proposed changes associated with southern portions of the Proposed Development quickly.
- There are sections of the Proposed Development which will be more prominent in the landscape, for example new junction arrangements with the N56 to the northwest, new bridge across the River Swilly, new roundabout junction and associated link roads to the east of the existing Dry Arch roundabout, new junction and link roads connecting the Proposed Development and the existing N13 to the south of Letterkenny and the new junction arrangements, with overbridge, to the east of Letterkenny which require the removal of hedgerows, hedgerows with trees, localised sections of mixed species woodland planting and established roadside vegetation. The combined effect will be to increase the scale and prominence of road corridors within the LCA, particularly at a local level, however it is considered that the wider landscape has the capacity to accommodate these proposed changes.
- There are small areas where there is the requirement to divert electrical infrastructure, either overhead or underground to facilitate the Proposed Development. Generally, the alignment proposed is aside the Proposed Development mainline, as such, the landscape has the capacity to absorb this change. New poles required to carry diverted electrical cables, again are not unfamiliar, in this landscape.
- The predicted magnitude of effect associated with the elements identified previously namely the new junction arrangement with the N56, the new junction and link road connection with the N13, new bridge crossing over the River Swilly and embankments and new overbridge associated with the junction arrangement to the east of Letterkenny during the operational phase is considered to be localised and medium.
- New embankments, cuttings and loss of vegetation relating to remaining portions of the Proposed Development will also have a direct effect upon the character of the LCA. Such elements of the Proposed Development would be largely assimilated into the wider landscape due to localised changes in topography and screening provided by intervening vegetation, but embankments and cuttings would be perceived as detracting elements in the short term, though would not significantly affect the overall landscape character. The predicted magnitude of effect associated with these elements during the operational phase is considered to be localised and low.

## LCA 15 – Letterkenny Estuary and Farmland

The predicted magnitude of effect associated with alterations to the existing N13 corridor, east of Letterkenny, are considered to be within the confined of the Proposed Development area and **low**, restricted to land contained within the site boundary.

<b>Significance of Landscape Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 15 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</li> <li>▪ The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.</li> <li>▪ Moderate, direct long-term effects, assessed as not significant are predicted to be experienced during the operational phase of the new junction arrangement with the N56, the new junction and link road connection with the N13, new bridge crossing over the River Swilly and embankments and new overbridge associated with the junction arrangement to the east of Letterkenny as at the time of scheme opening proposed areas of planting will not be fully established.</li> <li>▪ Slight, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme opening proposed areas of planting will not be fully established.</li> <li>▪ Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.</li> </ul>
--	--

Overall the significance of landscape effect is considered **slight**, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into the LCA. Remaining portions of LCA 15 are considered to have indirect not significant, reversible effects.

### 18.6.3.3 Section 3 Operational Phase Landscape Character Impacts

Operational phase landscape character impacts in Section 3 are detailed in Table 18-14 through Table 18-17.

**Table 18-14: Laggan Valley LCA Operational Phase Impacts Assessment**

LCA 12 – Laggan Valley	
<b>Significance and Sensitivity of Landscape Resource</b>	As previously described in Table 18-8 the northern portion of Section 3 of the Proposed Development is located within this LCA, which has been assessed as having an overall sensitivity which is judged to be <b>medium</b> .
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>▪ As previously discussed in Table 18-8, the northern portion of Section 3 of the Proposed Development is contained within this LCA, and it is considered that potential impacts will be localised and direct in nature. Whilst this LCA contains the existing N14 road corridor it is considered that the Proposed Development, comprising new embankments, cuttings, link road sections, junction arrangements and bridges will alter this landscape permanently, at a local level, as elements of the Proposed Development will be perceived as new features in the landscape.</li> <li>▪ The existing N14 road corridor does not form a prominent feature in the wider landscape due to the generally undulating nature of the surrounding topography and the enclosure provided by existing vegetation cover, however where experienced at a local level the existing road corridor does form a prominent feature in the landscape. It is predicted that the Proposed Development will not be widely prominent across this LCA as surrounding, enclosing vegetation and localised topographical changes have the potential to quickly absorb the proposed changes.</li> <li>▪ There are sections of the Proposed Development which will be more prominent in the landscape, for example, construction of new link roads, formation of new roundabout junctions forming connection with the R236, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections and the resulting loss of vegetation required to form these new elements. The combined effect will be to increase the scale and prominence of road corridors within the LCA, particularly to those within the immediate area, however it is considered that the wider landscape does have the capacity to accommodate these proposed changes.</li> <li>▪ There are small areas where there is the requirement to divert electrical infrastructure, either overhead or underground to facilitate the Proposed Development. Generally, the alignment proposed is aside the Proposed Development mainline, as such, the landscape has the capacity to absorb this change. New poles required to carry diverted electrical cables, again are not unfamiliar, in this landscape.</li> <li>▪ The predicted magnitude of effect associated with the elements identified previously namely the construction of new link roads, formation of new roundabout junctions forming connection with the R236, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections during the operational phase is considered to be localised and medium.</li> <li>▪ New embankments, cuttings and loss of vegetation relating to remaining portions of the Proposed Development will also have a localised direct effect upon the character of the LCA. Such elements of the Proposed Development would be largely assimilated into the wider landscape due to localised changes in topography and screening provided by intervening vegetation but embankments and cuttings, would be perceived as detracting elements in the short term, though would not significantly affect the overall landscape character.</li> </ul>

Overall, the predicted magnitude of effect associated with these elements during the operational phase is considered to be **low**.

## LCA 12 – Laggan Valley

### Significance of Landscape Effect during Operational Phase

- The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 12 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.
- The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.
- Moderate, direct long term effects are predicted to be experienced during the operational phase duration, assessed as not significant effects are predicted to be experienced during the operational phase of new link roads, formation of new roundabout junctions forming connection with the R236, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections as at the time of scheme opening proposed areas of planting will not be fully established.
- Slight, direct effects for the areas within the Proposed Development boundary, assessed as, not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development within this LCA as at the time of scheme opening proposed areas of planting will not be fully established.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects.

Overall the significance of landscape effect is considered **slight**, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into the LCA. Remaining portions of LCA 12 are considered to have indirect not significant, reversible effects.

**Table 18-15: Foyle Valley LCA Operational Phase Impacts Assessment**

## LCA 13 – Foyle Valley

**Significance and Sensitivity of Landscape Resource** As previously described in Table 18-9 the overall sensitivity of this LCA is judged to be **high**.

### Magnitude of effect

- As previously discussed in Table 18-9, the southern portion of Section 3 of the Proposed Development is contained within this LCA, and it is considered that potential impacts will be within the Proposed Development boundary and direct in nature. Whilst this LCA contains the existing N14 road corridor it is considered that the Proposed Development, comprising new embankments, cuttings, link road sections, junction arrangements and bridge crossings over the Swilly Burn and Deelee River will alter this landscape permanently, as elements of the Proposed Development will be perceived as new features in the landscape.
- The existing N14 road corridor does form a more prominent, feature within the landscape due to the more open nature of the surrounding landscape, particularly those sections around the Swilly Burn and Deelee River. Other sections of the existing N14 road corridor form a less apparent feature within the LCA due to the undulating nature of the surrounding topography and the enclosure provided by existing vegetation cover, however where experienced at a this level this existing road corridor does form a prominent feature. It is predicted that the Proposed Development will not be widely prominent across this LCA as surrounding, enclosing vegetation and localised topographical changes have the potential to quickly absorb the proposed changes.

## LCA 13 – Foyle Valley

- There are sections of the Proposed Development which will be more prominent in the landscape, for example construction of new link roads, formation of embankments, cuttings and associated infrastructure such as new overbridges on local link road connections and the new bridge crossings across the Swilly Burn and Deelee River and the section of the Proposed Development on elevated land associated with Croghan House Hill, where the new corridor will be prominent as a new feature as it traverses the ridgeline and more elevated land and the resulting loss of vegetation to form these features. The combined effect will be to increase the scale and prominence of road corridor within the LCA, however it is considered that the wider landscape does have the capacity to accommodate these proposed changes.
- There are small areas where there is the requirement to divert electrical infrastructure, either overhead or underground to facilitate the Proposed Development. Generally, the alignment proposed is aside the Proposed Development mainline, as such, the landscape has the capacity to absorb this change. New poles required to carry diverted electrical cables, again are not unfamiliar, in this landscape.
- The predicted magnitude of effect associated with the elements identified previously namely the new link roads, formation of embankments, cuttings and associated infrastructure such as new overbridges on local link road connections and the new bridge crossings across the Swilly Burn and Deelee River and the section of the Proposed Development on elevated land associated with Croghan House Hill during the operational phase is considered to be localised and medium.
- New embankments, cuttings and loss of vegetation relating to remaining portions of the Proposed Development will also have a localised direct effect upon the character of the LCA. Such elements of the Proposed Development would be largely assimilated into the wider landscape due to changes in topography and screening provided by intervening vegetation but embankments, cuttings and over bridges would be perceived as detracting elements in the short term, though would not significantly affect the overall landscape character.

The predicted magnitude of effect associated with these elements during the operational phase is considered to be localised and **low**.

### Significance of Landscape Effect during Operational Phase

- The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 13 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.
- The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.
- Moderate, assessed as significant, direct long-term effects are predicted to be experienced during the operational phase of the new Swilly Burn and Deelee River crossings, section of new corridor associated with more elevated land on Croghan House Hill and new junction arrangements to local link roads as at the time of scheme opening proposed areas of planting will not be fully established.
- Slight to Moderate, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme opening proposed areas of planting will not be fully established.
- Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.

Overall the significance of landscape effect is considered **slight**, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into this LCA. Remaining portions of LCA 13 are considered to have indirect not significant, reversible effects.

**Table 18-16: Cavanacor House Operational Phase Impacts Assessment**

Cavanacor House	
<b>Significance and Sensitivity of Landscape Resource</b>	As previously described in Table 18-8 Cavanacor House has been assessed as having an overall sensitivity which is judged to be <b>high</b> .
<b>Magnitude of effect</b>	<p>The identified site is located west of the existing N14 road with dense vegetation within the site and around its boundaries restricting views.</p> <p>There will be no material change to the landscape fabric of Cavanacor House. There will be no perceptible change key landscape characteristics.</p> <p>The predicted magnitude of effect during the operational phase is considered to be and <b>very low / negligible</b>.</p>
<b>Significance of Landscape Effect during Operational Phase</b>	<p>There is considered to be a neutral effect on the nature / quality of Cavanacor House due to indiscernible changes within it.</p> <p><b>Slight</b>, neutral, indirect long-term effects, assessed as not significant are predicted to be experienced during the operational phase.</p>

**Table 18-17: Croghan House Operational Phase Impacts Assessment**

Croghan House	
<b>Significance and Sensitivity of Landscape Resource</b>	As previously described in Table 18-8 Croghan House has been assessed as having an overall sensitivity which is judged to be <b>high</b> .
<b>Magnitude of effect</b>	<p>The identified site is located west of the existing N15 road on an elevated site with views across the Finn valley to Strabane where dense vegetation restricting views.</p> <p>The Proposed Development crosses the landscape in the foreground but will be located within the immediate foreground of the view. Existing views over sloping lawns will be broken by a linear line of woodland planting permanently altering the landscape character of this estate. The view will be out of scale and character with the existing resource. The view will be permanently changed and foreshortened by components of Proposed Development, earthworks and vegetation, subdividing the view.</p> <p>Overall, the predicted magnitude of effect during the operational phase is considered to be localised and <b>high</b>.</p>
<b>Significance of Landscape Effect during Operational Phase</b>	<p>The introduction of the Proposed Development including new infrastructure, a tunnel, lighting, and linear mitigation screen woodland planting in combination with vegetation loss required within Croghan House estate will be a permanent change to the historic designed estate. Mitigation planting will lessen the potential effects; however it will be a new feature incongruous to the existing open parkland style lawns in front of the house that contribute to the landscape character. It is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</p> <p><b>Very significant</b>, adverse, direct long-term effects, assessed as significant are predicted to be experienced during the operational phase after mitigation planting establishes.</p>

### 18.6.3.4 Predicted Landscape Impacts (without the N14/ N15/ A5 Link)

A further scenario for assessment has been requested; the Proposed Development without the N14/N15/ A5 link. This part of the proposal lies on the outer edge of LCA 14 Finn Valley and crosses to Northern Ireland. The Proposed Development with the exception of this link over the River Finn will still require the N15 east and west link roads, Lifford Junction roundabout with associated earthworks, lighting columns, diverted electrical towers and new attenuation basin. The area of the Proposed Development that crosses River Finn encompasses covers compared with the extent of the Proposed Development within the LCA 14 is relatively minor. It is considered that the removal of the River Finn crossing from the Proposed Development will not alter the construction or operation significance of effect.

### 18.6.4 Summary of Construction and Operational Phase Impacts

A summary of the predicted impacts associated with both the construction and operational phases of the Proposed Development is provided in Table 18-18.

**Table 18-18: Summary of Predicted Landscape Impacts**

Landscape Character / Designation	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
<b>LCA 14 – Finn Valley</b>	<p>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.</p> <p>Very Significant to Significant, short duration effects, within the construction area are predicted to experience effects during the construction of the new road junctions to the north and south of the proposed corridor, proposed River Finn crossing, the new junction and associated link roads to the south of the River Finn as well as new junction and link road between Proposed Development corridor and new link road with N15 to the east of Stranorlar. Diverted overhead lines with associated structures will contribute to the significance of effect in this construction phase.</p> <p>Significant to Moderate, adverse, short duration effects are predicted to be experienced during the construction of remaining portions of the Proposed Development.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience no effects.</p> <p>Overall the significance of landscape effect is considered <b>profound</b>, adverse, temporary significant effects within the construction area to the Proposed Development. Remaining portions of LCA 14 are considered to have indirect not significant, reversible effects.</p>	<p>Slight to moderate, assessed as significant, direct long term effects are predicted to be experienced during the operational phase of the new N13 and N15 junctions to the southern and northern extents of Section 1, new River Finn bridge crossing, new junction and associated link road to the southwest of the River Finn crossing, the new junction arrangement to the northeast of the River Finn Crossing and the new linking road to the N15 corridor as at the time of scheme opening proposed areas of planting will not be fully established. The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.</p> <p>Slight to Moderate, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.</p> <p>Overall the significance of landscape effect is considered <b>significant</b>, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into LCA 14. Remaining portions of LCA 14 are considered to have indirect not significant, reversible effects.</p>

Landscape Character / Designation	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
<b>LCA 15 – Letterkenny Estuary and Farmland</b>	<p>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 15 for this period.</p> <p>Localised Significant to Moderate, adverse, short duration, direct effects are predicted to be experienced during the construction of the new road junction on the N56, new road junction and link roads on the N13, new roundabouts and link roads to the east of the Dry Arch roundabout, proposed River Swilly crossing and construction of new road corridor across the Swilly Estuary and the link section to the south of Letterkenny which connects sections of the N13. Diverted overhead lines with associated structures will contribute to the significance of effect in the construction phase.</p> <p>Moderate, direct effects of a short duration are predicted to be experienced during construction activities associated with the re-alignment of the existing N13 corridor.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience no effects.</p> <p>Overall the significance of landscape effect is considered <b>significant</b>, adverse, temporary significant effects within the construction area of the Proposed Development. Remaining portions of LCA 15 are considered to have indirect not significant, reversible effects.</p>	<p>The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 15 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</p> <p>The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.</p> <p>Moderate, direct long-term effects, assessed as not significant are predicted to be experienced during the operational phase of the new junction arrangement with the N56, the new junction and link road connection with the N13, new bridge crossing over the River Swilly and embankments and new overbridge associated with the junction arrangement to the east of Letterkenny as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Slight, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.</p> <p>Overall the significance of landscape effect is considered <b>slight</b>, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into the LCA. Remaining portions of LCA 15 are considered to have indirect not significant, reversible effects.</p>
<b>LCA 12 – Laggan Valley</b>	<p>The introduction of construction activities along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.</p> <p>Significant to Moderate, adverse, short duration, assessed as significant effects are predicted to be experienced during the construction of the new road junctions, link roads and associated infrastructure such as overbridges at Labbadish, Drumcarn, Doorable, new junction arrangements and connections with the R236 and new link road connection and overbridge at Drumbeg. Diverted overhead lines with associated</p>	<p>The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 12 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</p> <p>The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.</p> <p>Moderate, direct long term effects are predicted to be experienced during the operational phase</p>

Landscape Character / Designation	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
	<p>structures will contribute to the significance of effect in this construction phase.</p> <p>Moderate, short duration assessed as not significant effects are predicted to be experienced during the construction of the remaining portions of the Proposed Development.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible significant effects.</p> <p>Overall the significance of landscape effect is considered <b>moderate</b>, adverse, temporary, significant effects within the construction area to the Proposed Development. Remaining portions of LCA 12 are considered to have indirect not significant, reversible effects.</p>	<p>duration, assessed as not significant effects are predicted to be experienced during the operational phase of new link roads, formation of new roundabout junctions forming connection with the R236, new embankments, new cuttings and associated infrastructure such as new overbridges on local link road connections as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Slight, direct effects for the areas within the Proposed Development boundary, assessed as, not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development within this LCA as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects.</p> <p>Overall the significance of landscape effect is considered <b>slight</b>, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into the LCA. Remaining portions of LCA 12 are considered to have indirect not significant, reversible effects.</p>
<b>LCA 13 – Foyle Valley</b>	<p>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of LCA 14 for this period.</p> <p>Very Significant to Significant, adverse, short duration, assessed as significant effects are predicted to be experienced during the construction of the new road junctions, proposed Swilly Burn crossing, Deelee River crossing and the new junction and associated link roads to the west of the River Finn. Diverted overhead lines with associated structures will contribute to the significance of effect in this construction phase.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible significant effects.</p> <p>Overall the significance of landscape effect is considered <b>very significant</b>, adverse, temporary significant effects within the construction area to the Proposed Development. Remaining portions of LAC 13 are not considered to have indirect not significant, reversible effect</p>	<p>The introduction of the Proposed Development including new infrastructure, lighting, junctions and mitigation screen woodland planting in combination with vegetation loss required within LCA 13 given the existing landscape character it is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</p> <p>The diversion of electrical services within the LCA will be viewed as part of the Proposed Development.</p> <p>Moderate, assessed as significant, direct long-term effects are predicted to be experienced during the operational phase of the new Swilly Burn and Deelee River crossings, section of new corridor associated with more elevated land on Croghan House Hill and new junction arrangements to local link roads as at the time of scheme opening proposed areas of planting will not be fully established.</p> <p>Slight to Moderate, direct, assessed as not significant long-term effects are predicted to be experienced during the operational phase of the remaining sections of the Proposed Development identified previously as at the time of scheme</p>

Landscape Character / Designation	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
		<p>opening proposed areas of planting will not be fully established.</p> <p>Remaining portions of the LCA outside of the Proposed Development boundary are predicted to experience Imperceptible effects during the operational phase of the Proposed Development.</p> <p>Overall the significance of landscape effect is considered <b>slight</b>, adverse, direct and short term within the construction area for the Proposed Development that will decrease as mitigation planting establishes and aids the Proposed Development to settle into this LCA. Remaining portions of LCA 13 are considered to have indirect not significant, reversible effects. Croghan House</p>
Cavanacor House	<p>Where there may be glimpses of construction activity it will not alter the nature / quality of the landscape. It is considered to have a neutral effect.</p> <p>The Proposed Development will not alter the landscape baseline at Cavanacor House.</p> <p>The significance of effect is considered <b>imperceptible</b>, neutral, assessed as not significant.</p>	<p>There is considered to be a neutral effect on the nature / quality of Cavanacor House due to indiscernible changes within it.</p> <p><b>Slight</b>, neutral, indirect long-term effects, assessed as not significant are predicted to be experienced during the operational phase.</p>
Croghan House Lifford Croghan House Lifford Historic Garden	<p>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the landscape and appreciation for Croghan House.</p> <p>Localised, direct, permanent effects assessed during the construction phase where construction will alter the fabric of the estate at Croghan House.</p> <p>Overall the significance of landscape effect is considered <b>profound</b>, direct, adverse, temporary significant effects within the construction area to the Proposed Development.</p>	<p>The introduction of the Proposed Development including new infrastructure, a tunnel, lighting, and mitigation screen woodland planting in combination with vegetation loss required within Croghan House House estate will be a permanent change to the historic designed estate. Mitigation planting will lessen the potential effects; however it will be a new feature incongruous to the existing open parkland style lawns in front of the house that contribute to the landscape character.</p> <p>It is considered that the nature / quality of the landscape will see a negative effect from the Proposed Development.</p> <p><b>Very significant</b>, adverse, direct long-term effects, assessed as significant are predicted to be experienced during the operational phase after mitigation planting establishes.</p>

## 18.6.5 Predicted Visual Impacts

A series of 37 representative viewpoints have been selected to illustrate the existing visual context for each of the three sections associated with the Proposed Development and as an aid to the visual impact assessment. All of the viewpoints selected have been located on publicly accessible roads, footways and verges, with the exception of three viewpoints taken to illustrate the visual effect on historic Gardens and designed landscapes or notable historic buildings, namely Croghan House House, Castletown House Garden and Cavanacor House. The locations of these viewpoints are shown within Photomontages Appendix C18.01 to C18.03 (Figure 1a to Figure 40b).

### 18.6.5.1 Predicted Visual Impacts (Do Nothing)

#### All Sections

It is considered that a Do Nothing scenario would result in no material alteration to the existing visual envelope associated with the N13, N14 and N15 road corridors. As such a Do Nothing scenario is predicted to have a localised, very low/ negligible magnitude of impact resulting in a not significant effect on existing receptor groups.

#### Predicted Visual Impact (Do Something) Section 1

In order to avoid repetition, an assessment of the predicted construction phase impacts and operational phase impacts associated with Section 1 of the Proposed Development are included within each of the following viewpoint assessment tables.

A summary of the Section 1 viewpoint assessments in the absence of mitigation is presented in Table 18-19 through Table 18-30.

**Table 18-19: Section 1 - Viewpoint 1: N13 / L6674 Junction**

Viewpoint 1 – N13 / L6674 Junction			
Grid Ref	615952, 899733	Existing View Figure Number	Appendix C18.01 Figure 1a
Direction of View	East	Approx Distance to Proposed Development	75 m
Description of existing view and potential receptors	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the grassed verge adjacent to the existing N13 at its junction with local road L6674, approximately 75 m southwest of the proposed roundabout junction and in close proximity to residential development in the vicinity of the existing junction. The view is considered to be representative of views experienced by residential receptors and road users traveling east on the L6674.</li> <li>▪ Views east from this location, as represented in Appendix C18.01 Figure 1a are generally expansive and panoramic in nature, with elevated land at Mullaghagarry forming the horizon to the right of the view. The immediate foreground of the view is comprised of the existing N13 transport corridor, whilst at mid-distance mixed quality arable pastoral lands are bounded by a variety of field boundary treatments which includes hedgerows. Mixed species broadleaved hedgerow trees and copses of trees screens more distant lands to the left of the view, whilst coniferous forestry plantation screens more distant views to the right of the view represented.</li> <li>▪ A residential property is partially visible at mid-distance to the left of the view, partially screened by intervening vegetation whilst a large agricultural outbuilding is fully visible to the right of the view. Timber poles carrying an overhead line is visible within the view at close distance.</li> </ul>		

## Viewpoint 1 – N13 / L6674 Junction

### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views, whilst transient receptors on the local roads are judged to be of a low susceptibility to change.
- The viewpoint does not represent a recognised stopping place and does not form part of a recognised tourist route. However, the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be medium, due to the influence of the existing N13 road corridor.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium**.

### Magnitude of effect

- During the construction phase the main source of effect from this viewpoint will be the visibility of machinery and activities associated with the formation of the new roundabout junction, local road connections new road corridor and modifications to local topography to form new embankments and cuttings. Activities and machinery will be visible across the whole of the view, though set below existing horizon lines at mid-distance. Visible construction phase operations will be viewed against a backdrop of existing, retained, vegetation that lies beyond the site boundary (refer Appendix C18.01 Figure 1b) which will aid integration.

The magnitude of visual effects during the construction phase of the Proposed Development is judged to be localised and **high** as such operations will be visible across the whole of the view, at mid-distance.

- During the operational phase new embankments, overbridge and junction arrangements will be the main source of visual effect from this viewpoint. Visible portions of the Proposed Development, including overhead line diversions and lighting associated with the new junction arrangement will be seen across the whole of the view at mid-distance, set against a backdrop of existing vegetation and perceived as a notable alteration to the overall view.

The magnitude of visual effects during the operational phase of the Proposed Development is judged to be localised and **medium** as visible portions of the Proposed Development will be perceived as a partial change to the character and composition of the baseline conditions.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Significant** adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The introduction of mitigation planting between the viewer and the Proposed Development will screen existing views of large agricultural buildings and stock piles. The nature / quality of the effect is considered positive.
- Moderate benefit**, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Whilst visible portions of the Proposed Development will be seen at mid-distance, below distant horizon lines, they will be seen as a moderate alteration to the existing character and composition of the view at the time of scheme opening as proposed areas of planting will not be fully established.

## Viewpoint 1 – N13 / L6674 Junction

- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-20: Section 1 - Viewpoint 2: N13 / L66741 Junction

## Viewpoint 2 – N13 / L66741 Junction

Grid Ref	616227, 898867	Existing View Figure Number	Appendix C18.01, Figure 2a
Direction of View	Northwest	Approx Distance to Proposed Development	230 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located at a gated access adjacent to the N13 / L6674 junction, east of the Proposed Development corridor and in proximity to a cluster of residential properties adjacent to the N13. The view is considered to be representative of views experienced by residential receptors and oblique views experienced by road users traveling on the N13.</li> <li>Views northwest from this location, as represented in Appendix C18.01 Figure 2a are generally open and panoramic in nature, though partially restricted by existing vegetation adjacent to the N13. The immediate foreground is comprised of arable pastoral lands with field boundaries well defined by hedgerows and hedgerows with trees. More elevated land at mid-distance and beyond are well vegetated with a mix of coniferous and mixed species broadleaved planting elevating perceived horizon lines. Wind turbines associated with Meentycat Wind Farm are partially visible above distant horizon lines. Timber poles carrying overhead lines are visible across the view, at mid-distance whilst residential properties and farm steading buildings are largely screened in the view by intervening vegetation.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views, whilst transient receptors on the N13 are judged to be of a low susceptibility to change.</li> <li>The viewpoint does not represent a recognised stopping place and does not form part of a recognised tourist route. However, the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>During the construction phase the main source of effect from this viewpoint will be the visibility of machinery and activities associated with the formation of the new road corridor and associated modifications to the existing topography to form low embankments and cuttings. Activities and machinery will be partially visible across the central portion of the available view, at mid-distance. Visible construction phase operations, at lower elevation, will be viewed against a backdrop of existing, retained, vegetation that lies beyond the site boundary (refer Appendix C18.01, Figure 2b) which will aid integration.</li> </ul>		

The magnitude of visual effects during the construction phase of the Proposed Development is judged to be **medium** as construction operations will be partially screened by intervening vegetation.

**Viewpoint 2 – N13 / L66741 Junction**

- During the operational phase new features associated with the Proposed Development will form a minor addition to the overall view available from this location. Visible portions of the Proposed Development will be partially screened by existing, intervening vegetation set against a strong backdrop of vegetation and perceived as a minor addition to the overall view. New ESB poles within the view will not be viewed as part of the highway alignment and will not break the skyline from this location.

The magnitude of visual effects during the operational phase of the Proposed Development is judged to be localised and **low** as visible portions of the Proposed Development will be perceived as a minor addition to the character and composition of the baseline conditions.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Moderate** adverse, short-term duration assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The introduction of mitigation screen woodland planting will enhance the existing woodland within the view. It is considered to have a positive effect on the nature / quality of the view.
- Slight**, beneficial, assessed as not significant visual effects are predicted to occur during the operational phase of the Proposed Development. Whilst visible portions of the Proposed Development will be seen at mid-distance, below distant horizon lines, they will be seen as a minor alteration to the existing character and composition of the view at the time of scheme opening as proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-21: Section 1 - Viewpoint 3: Local Road at Dunwiley****Viewpoint 3 – Local road at Dunwiley**

<b>Grid Ref</b>	<b>614787, 897485</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01 Figure 3a</b>
<b>Direction of View</b>	<b>Northeast</b>	<b>Approx Distance to Proposed Development</b>	<b>160 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located adjacent on a local road, approximately 160 m southwest of the Proposed Development, in close proximity to a residential property. The view is considered to be representative of views experienced by residential receptors in the vicinity and views experienced by road users traveling south on this local road.</li> <li>Views northeast from this location, as represented in Appendix C18.01 Figure 3a are elevated but generally enclosed in nature, across undulating farmland. The immediate foreground is dominated by the pastoral agricultural land, hedgerows and trees. Field boundaries are well defined by hedgerows, with instances of mature trees which elevate perceived horizon lines.</li> </ul>		

### Viewpoint 3 – Local road at Dunwiley

#### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views, whilst transient receptors on the local road are judged to be of a low susceptibility to change.
- The viewpoint does not represent a recognised stopping place and does not form part of a recognised tourist route. However, the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be medium due to the proximity of the existing transport corridor.

Overall, taking into account the receptor significance and susceptibility and the value of the view the sensitivity is judged to be **medium**.

#### Magnitude of effect

- Construction phase activities associated with site clearance, modifications to existing topography to form new embankments and overhead line diversions at the side of junctions (refer Appendix C18.01 Figure 3b) will be located within the view while retained vegetation to the right of the view will partially screen such activities. Construction phase activities and machinery movements associated with the construction of the Proposed Development to the centre of the view will be visible at close-distance.

The magnitude of visual effects during the construction phase of the Proposed Development is judged to be localised and **high** as construction operations will be visible across the majority of the available view at close distance.

- During the operational phase new features associated with the Proposed Development will be partially visible across the central portion of the view at mid-distance, although the majority of the Proposed Development will be located in cuttings while rising ground to the right of the view will partially screen views through retained hedgerow vegetation. Overhead line diversions with poles will be read with associated structures, such as lighting columns, that are part of the Proposed Development, although those diverted poles centrally within the view will be slightly higher, breaking the skyline, than the remaining parts of the Proposed Development.

The magnitude of visual effects during the operational phase of the Proposed Development is judged to be localised and **high**.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Significant** adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting, such as lighting columns and diverted overhead lines. It is considered to have a negative effect on the nature / quality of the view.
- Significant** adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Whilst visible portions of the Proposed Development will be seen generally at mid-distance, they will be seen as a moderate alteration to the existing character and composition of the view at the time of scheme opening as proposed areas of planting will not be fully established.

**Viewpoint 3 – Local road at Dunwiley**

- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-22: Section 1 - Viewpoint 4: Dunwiley Ring Fort****Viewpoint 4 – Dunwiley Ring Fort**

<b>Grid Ref</b>	<b>614595, 896787</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01 Figure 4a</b>
<b>Direction of View</b>	<b>Northwest</b>	<b>Approx Distance to Proposed Development</b>	<b>120 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the western edge of the Dunwiley Ring Fort, approximately 120 m southeast of the Proposed Development corridor. The view is considered to be representative of northwestern views available and experienced by visitors to the ring fort feature only and is not considered to be representative of views experienced by other receptor groups.</li> <li>Views northwest from this location, as represented in Appendix C18.01 Figure 4a are generally open and panoramic in nature, though distant horizons become partially restricted by intervening vegetation associated with field boundary hedgerows, shelterbelt woodland planting and coniferous plantation visible at a variety of distances within the view. The immediate foreground is comprised of arable pastoral lands with field boundaries defined by a combination of post and wire fencing, remnant hedgerows and hedgerows with trees. Farm outbuildings associated with Gallinagh Finn Valley Nursery are visible at mid-distance within the central portion of the view, set below and in front of mixed species shelterbelt woodland. Beyond and above these buildings, the operational wind turbines associated with Meentycat Wind Farm form a distinct visual draw on and above the distant horizon adding movement and interest to the view. Remaining portions of the view are generally comprised of mixed arable and pastoral land glimpsed amongst a strong, defining and enclosing network of field boundary hedgerows and mixed species woodland areas. Scattered residential buildings are visible as minor points of interest within western portions of the view, due to their, colour and form, however they are often difficult to discern due to attenuation by distance and screening effects of vegetation.</li> <li>Distant horizons to the left of the view are formed by mountain ranges associated with Barnesmore Gap, and within central portions, by elevated land between Thonevancil Hill and Culliagh. Existing transport corridors and local road networks are screened within the view by existing topographical changes and intervening vegetation cover.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Localised recreational receptors at this location are judged to be of a high susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place and does not form part of a recognised tourist route. However, the views experienced are available to localised and intermittent recreational receptors, and the overall value of the view available is judged to be high due to the nature of view available from this slightly elevated viewpoint location on the edge of the ring fort feature.</li> </ul>		

## Viewpoint 4 – Dunwiley Ring Fort

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- During the construction phase the main source of effect on this viewpoint will be the perceived removal of existing vegetation, including mature tree cover, which will be experienced locally within the view. Visibility of machinery and activities associated with the formation of the new road corridor and associated modifications to the existing topography to form cuttings and embankments associated with proposed local road connections will be visible across the view, set well below existing horizons and retained areas of vegetation (refer Appendix C18.01 Figure 4b). Construction activities for diversion of the overhead lines will be visible from this location.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **high** as construction operations will be visible across the majority of the available view, though becoming screened as construction operations progress as a result of cutting formation.

- During the operational phase new features associated with the Proposed Development will form a distinct, though not prominent alteration to the view, as new road corridor will be set within cuttings, with existing character of the view remaining largely unaltered. Visible portions of the Proposed Development will be largely screened by intervening topographical changes associated with the cutting, with vegetation in the immediate foreground providing localised screening of traffic movement. The new poles as well as overhead lines will be a distinct part of this view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium** as visible portions of the Proposed Development whilst viewed as a change and addition to the view will not substantially alter the character of the overall view.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Very significant** adverse, assessed as significant, short-term duration, visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting across the whole view. It is considered to have a negative effect on the nature / quality of the view.
- Significant** adverse, assessed as significant, visual effects are predicted to occur during the operational phase of the Proposed Development, though such effects will be experienced only by visitors to this feature. Cuttings associated with the Proposed Development will be seen at mid-distance across the central portion of the view, though well below existing vegetation cover and distant horizons which will aid integration. Visible portions of the Proposed Development will be perceived as a moderate alteration to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-23: Section 1 - Viewpoint 5: Letterkenny Road

Viewpoint 5 – Letterkenny Road			
Grid Ref	614318, 896967	Existing View Figure Number	Appendix C18.01 Figure 5a
Direction of View	Southwest	Approx Distance to Proposed Development	200 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located at a gated access adjacent to Old Letterkenny Road, approximately 200 m north of the Proposed Development corridor and in proximity to a cluster of residential properties adjacent to the Letterkenny Road. The view is considered to be representative of views experienced by residential receptors and oblique views experienced by road users traveling on Old Letterkenny Road.</li> <li>Views southwest from this location, as represented in Appendix C18.01, Figure 5a are generally open and panoramic in nature, though partially restricted by localised topographical changes and intervening vegetation associated with field boundary hedgerows visible at mid-distance. The immediate foreground is comprised of arable pastoral lands with field boundaries well defined by hedgerows and hedgerows with trees. Rough grazing land is visible at mid-distance, with scattered scrub and tree growth also visible. Distant horizons are formed by elevated land to the east of Stranorlar and are punctuated by tree canopies at mid-distance. Timber poles carrying overhead lines are visible adjacent to the Letterkenny Road and are also see above distant horizons.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views, whilst transient receptors on the Letterkenny Road are judged to be of a medium susceptibility to change.</li> <li>The viewpoint does not represent a recognised stopping place and does not form part of a recognised tourist route. However, the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high due to the open and expansive nature of view available from this elevated viewpoint.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>During the construction phase the main source of effect from this viewpoint will be the partial visibility of machinery and activities associated with the formation of the new road junction and associated modifications to the existing topography to form cuttings and embankments associated with proposed local road connections. Construction phase operations associated with the formation of the proposed overbridge associated with the new junction will be screened by intervening topographical changes at mid-distance. Activities and machinery will be partially visible within a small portion of the overall view, visible at lower elevation below existing horizons (refer Appendix C18.01 Figure 5b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and <b>low</b> as construction operations will be largely screened by intervening topographical changes and intervening vegetation.</p> <ul style="list-style-type: none"> <li>During the operational phase new features associated with the Proposed Development will form a minor addition to the overall view available from this location. Visible portions of the Proposed Development will be largely screened by intervening topographical changes and vegetation such that the Proposed Development will be perceived as a minor addition to the overall view.</li> </ul>		

### Viewpoint 5 – Letterkenny Road

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very low / negligible** as visible portions of the Proposed Development will be perceived as a minor addition to the character and composition of the baseline conditions.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Slight** adverse, short-term duration, assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- The introduction of mitigation screen woodland planting will enhance the existing woodland within the view. It is considered to have a positive effect on the nature / quality of the view
- **Slight** adverse, assessed as not significant, visual effects are predicted to occur during the operational phase of the Proposed Development. Whilst visible portions of the Proposed Development will be seen at mid-distance, below distant horizon lines, they will be seen as a minor alteration to the existing character and composition of the view at the time of scheme opening as proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-24: Section 1 - Viewpoint 6: Local Road**

### Viewpoint 6 – Local Road Network

<b>Grid Ref</b>	<b>616017, 896047</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01 Figure 6a</b>
<b>Direction of View</b>	<b>Southeast</b>	<b>Approx Distance to Proposed Development</b>	<b>480 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the grassed verge adjacent to the local road access, southeast of the existing N13, approximately 480 m west of the Proposed Development. The local road network at this location forms part of the local cycle network and links with local features such as the Gortlettarragh waterfalls, located northeast of Stranorlar. The view is considered to be representative of views experienced by residential receptors in the vicinity, views experienced by tourists and visitors and oblique views experienced by road users traveling south on the local road network.</li> <li>▪ Views east from this location, as represented in Appendix C18.01 Figure 6a are partially enclosed in nature, with established roadside vegetation and hedgerows screening distant views to the left. More open, expansive views are afforded within the central portion of the view, though instances of coniferous plantation and mixed species broadleaved trees screen views of lower elevation land beyond. The immediate foreground is comprised of rough grazing land, with field boundaries defined by hedgerows and hedgerows with trees. Timber poles carrying overhead lines are partially visible within the view.</li> </ul>		

### Viewpoint 6 – Local Road Network

#### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views, whilst transient receptors on the local road network are judged to be of a medium susceptibility to change. Visitors, tourists and cyclists utilising the local road network at this location are judged to be of a high susceptibility to change.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

#### Magnitude of effect

- Construction phase activities associated with site clearance, modifications to existing topography to form new embankments and new local road network linkages, including the construction of the new overbridge (refer Appendix C18.01 Figure 6b) will not be available from this view due to screening from intervening topography and vegetation.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **very low / negligible**.

- During the operational phase, new features associated with the Proposed Development will not be available not be available from this view due to screening from intervening topography and vegetation.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **very low / negligible**.

#### Significance of Visual Effect during Construction Phase

- Where there may be glimpses of construction activity it will not alter the nature / quality of the view. It is considered to have a neutral effect.
- Imperceptible**, neutral, assessed as not significant, significance of visual effects are predicted to occur during the construction phase of the Proposed Development.

#### Significance of Visual Effect during Operational Phase

- There is considered to be a neutral effect on the nature / quality of the view due to indiscernible changes within it.
- Imperceptible**, neutral, assessed as not significant, significance of visual effects are predicted to occur during the operation phase of the Proposed Development.

**Table 18-25: Section 1 - Viewpoint 7: N15**

### Viewpoint 7 – N15

<b>Grid Ref</b>	<b>616017, 896047</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01 Figure 7a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>485 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the grassed verge adjacent to the N15, approximately 485 m west of the proposed roundabout junction associated with the new link road between the N15 and N13, forming part of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and views experienced by road users traveling east on the N15.</li> </ul>		

## Viewpoint 7 – N15

- Views east from this location, as represented in Appendix C18.01 Figure 7a are primarily focused along the N15 corridor due to the enclosure provided by existing field boundary hedgerows with mature trees, which are seen at close proximity. Intervening field boundary hedgerows with trees screen views of distant horizons and views are foreshortened. The immediate foreground is comprised of the existing N15 corridor, with arable pastoral grazing land, with boundary hedgerows immediately adjacent. Garden boundary vegetation associated with residential properties that lie immediately adjacent to the N15 are visible to the left of the view.

## Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a medium susceptibility to change in their views due to the influence of the N15, which lies in close proximity. Transient receptors on the N15 are judged to be of a low susceptibility to change.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium**, due to the influence of the existing N15 corridor at this location.

## Magnitude of effect

- Construction phase activities associated with the formation of the new roundabout junction will require removal of existing vegetation adjacent to the N15, and partial clearance of existing field boundary hedgerows in close proximity. Site clearance operations and localised modifications to the existing topography (refer Appendix C18.01: Figure 7b) will be visible within the central portion of the available view. Intervening field boundary vegetation will screen construction activities beyond the intervening residential properties to the left of the view. All works associated with the Proposed Development will be seen below perceived horizon lines formed by vegetation cover.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium** as construction operations whilst visible, will form a notable addition to the view at mid-distance.

- During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view. Visible elements will be seen as a medium addition to the overall view and will be viewed below perceived horizons formed by retained vegetation.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **low**.

## Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Moderate**, adverse, short-term duration, assessed as significant, visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

## Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- Slight**, adverse, assessed as not significant visual effects are predicted to occur during the operational phase of the Proposed Development. Whilst visible portions

**Viewpoint 7 – N15**

of the Proposed Development will be seen at mid-distance within the central portion of the view, they will be viewed against a strong backdrop of existing vegetation, which will aid integration. Visible portions of the Proposed Development will be perceived as a minor alteration to the existing character and composition of the view at the time of scheme opening as proposed areas of planting will not be fully established.

- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-26: Section 1 - Viewpoint 8: Drumboe Cottages****Viewpoint 8 – Drumboe Cottages**

<b>Grid Ref</b>	<b>612672, 895381</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01, Figure 8a</b>
<b>Direction of View</b>	<b>Southwest</b>	<b>Approx Distance to Proposed Development</b>	<b>200 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located at a gated field access adjacent to the local road (Drumboe Cottages) which traverses lower, southern slopes of Troopers Hill, approximately 200 m northeast of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to road users on the local road at this location.</li> <li>Views southwest from this location, as represented in Appendix C18.01 Figure 8a are relatively open and panoramic in nature, though partially restricted by established boundary vegetation associated with residential properties to the left of the view. The immediate foreground of the view is comprised of open pastoral agricultural fields, with boundaries defined by post and wire fencing. Established mixed species tree and shrub planting associated with the River Finn and scattered woodland planting provides visual interest across the central portion of the view, though is generally seen below distant horizons formed by more elevated land to the rear of Ballybofey. The built form of Stranorlar / Ballybofey is glimpsed beyond the intervening vegetation associated with the River Finn and forms a minor point of interest within the view, though is also perceived below horizons formed by more elevated land beyond. Timber poles, of varying heights, carrying overhead lines are visible at mid distance crossing the view available from this location.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient receptors on the local road network are also judged to be of a high susceptibility to change.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, abutments and proposed bridge crossing over the River Finn associated with the Proposed Development, as well as works associated with a new electrical tower and overhead cables will require removal of existing vegetation adjacent to the</li> </ul>		

## Viewpoint 8 – Drumboe Cottages

River Finn (right of the view) and portions of the existing woodland visible to the left of the view. Site clearance operations and modifications to the existing topography (refer Appendix C18.01 Figure 8b) will be visible across the whole of the available view at mid distance across the existing pastoral lands. All works associated with the Proposed Development will be visible across the central portion of the view but viewed below distant horizon lines formed by more elevated land beyond Ballybofey / Stranorlar. Construction activities required for the erection of poles to divert overhead cables will be viewed within the wider construction activities and not discernible separately from this viewpoint.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **very high**.

During the operational phase new features associated, with the Proposed Development, including a new electrical tower, will be visible across the central portion of the view at mid-distance. Some elements of the Proposed Development will not be screened by mitigation planting, such as the electrical tower, timber poles and the River Finn crossing. These elements will be seen as an extension to the overall change in view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very high**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Profound**, adverse, assessed as significant, visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view, with new elements of the River Finn bridge and associated embankments not consistent with the existing baseline. It is considered to have a negative effect on the nature / quality of the view.
- **Profound**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Embankments, abutments and proposed River Finn bridge crossing associated with the Proposed Development will be seen at mid-distance across the central portion of the view. Visible portions of the Proposed Development, including vertical elements associated with the overhead line diversionary works will be perceived as a substantial alteration to the existing character and composition of the view.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-27: Section 1 - Viewpoint 9: R252, Glenfin Road****Viewpoint 9 – R252, Glenfin Road**

<b>Grid Ref</b>	<b>612706, 894942</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01 Figure 9a</b>
<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>190 m</b>

**Description of existing view and potential receptors**

- This viewpoint is located on the footpath adjacent to the R252, Glenfin Road, approximately 190 m east of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to road users on the regional road at this location.
- Views west from this location, as represented in Appendix C18.01 Figure 9a are partially restricted in nature by established vegetation, residential boundaries and the road corridor obscuring views of the River Finn. Well established vegetation is also visible adjacent to the R252, Glenfin Road, with the road corridor forming a visual draw within the view.
- Timber poles, of varying heights, carrying overhead lines are visible at mid distance crossing the view available from this location.

**Significance and Sensitivity of Visual Resource**

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient receptors on the local road network are judged to be of a medium susceptibility to change.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

**Magnitude of effect**

- Construction phase activities associated with the formation of embankments, abutments and the proposed bridge crossing across the River Finn will require removal of existing vegetation adjacent to both the R252, Glenfin Road and the River Finn. Clearance and construction works for new pole sets and overhead diversions will be viewed along with the Proposed Development. Partial clearance of hedgerow vegetation defining the pastoral land at lower elevation will also be required. Site clearance operations and modifications to the existing topography (refer Appendix C18.01 Figure 9b) will be visible across the central portion of the view. Embankments and bridge crossing will be partially screened by intervening built form and existing vegetation. All construction phase works associated with the Proposed Development will be seen below and against perceived horizon lines formed by vegetation cover. Construction activities for the diversion of overhead cables will be viewed as part of the River Finn bridge construction activities.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **medium**.

- During the operational phase, new features associated with the Proposed Development, including new poles and overhead cables, will be visible within the central portion of the view at mid-distance. The new bridge crossing the R252, Glenfin Road will be visible centrally in the view, though is judged to be partially screened by retained, established vegetation and existing residential properties.

**Viewpoint 9 – R252, Glenfin Road**

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- **Significant**, adverse, visual effects, assessed as significant, are predicted to occur during the operational phase of the Proposed Development. Embankments, abutments and bridge crossings associated with the Proposed Development will be seen at mid-distance across the central portion of the view. Visible portions of the Proposed Development will be partially screened by intervening vegetation and built form, though viewed as a distinct addition to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-28: Section 1 - Viewpoint 10: R252, Glenfin Road****Viewpoint 10 – R252, Glenfin Road**

<b>Grid Ref</b>	<b>611756, 895170</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.01, Figure 10a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>180 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the northern verge associated with the R252, Glenfin Road, approximately 180 m west of the proposed River Finn Bridge crossing forming part of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to road users on the regional road at this location.</li> <li>▪ Views east from this location, as represented in Appendix C18.01 Figure 10a are restricted in nature by established roadside vegetation, and vegetation associated with the River Finn, which is not visible in the view from this location. Elevated lands to the east of Ballybofey are visible within a narrow central portion of the view, above the existing R252, Glenfin Road, glimpsed between existing vegetation cover that screen and restricts views available from this location. Well established vegetation, associated with adjacent residential properties is visible to the right of the view, with the road corridor forming the main visual draw within the view.</li> <li>▪ Residential properties located adjacent to the R252, Glenfin Road, are glimpsed to the right of the view, partially screened by intervening vegetation and garden boundary trees and hedgerows. Timber poles, carrying overhead lines are visible</li> </ul>		

### Viewpoint 10 – R252, Glenfin Road

at close and mid distance ranges to the right of the view, with lower portions screened by intervening vegetation.

#### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient receptors on the local road network are judged to be of a medium susceptibility to change.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

#### Magnitude of effect

- Construction phase activities associated with the formation of embankments, abutments and the proposed bridge crossing across the River Finn will not be visible in eastern views from this location due to screening provided by intervening roadside vegetation (refer Appendix C18.01 Figure 10b). Construction phase operations and activities associated with the formation of the new link road will be visible at mid-distance within the view, with the Proposed Development requiring localised removal of existing vegetation. Construction activities to include overhead lines aside the mainline of the Proposed Development will not be distinguishable from the Proposed Development works from Ballybofey Link Road North. Visible construction phase works, and activities associated with the Proposed Development will be seen below and horizon lines formed by vegetation cover, within a minor central portion of the view.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **very low / negligible**.

- During the operational phase, new features associated with the Proposed Development will be visible within a small, central portion of the view at mid-distance. Visible elements will be seen as a minor addition to the overall view, as intervening vegetation will significantly screen such elements in views from this location. New bridge crossing the R252, Glenfin Road will not be visible within the view, due to intervening retained established vegetation.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very low / negligible**.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Not significant**, adverse, short-term duration, assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- Due to the view available from this viewpoint, along the R252 lined with native planting, road signs or residential property entrances, the proposed view is considered as a neutral effect on the nature / quality of the view.
- Not significant**, neutral, assessed as not significant visual effects are predicted to occur during the operational phase of the Proposed Development. Visible portions of the Proposed Development will be largely screened by intervening vegetation and viewed as a minor addition to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.

## Viewpoint 10 – R252, Glenfin Road

- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-29: Section 1 - Viewpoint 11: Local Road L2794 at Cappry

## Viewpoint 11 – Local Road, L2794 at Cappry

Grid Ref	611966, 894235	Existing View Figure Number	Appendix C18.01, Figure 11a
Direction of View	North	Approx Distance to Proposed Development	140 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located at a gated field access adjacent to the L2794, approximately 140 m south of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to road users on the local road at this location.</li> <li>Views north from this location, as represented in Appendix C18.01 Figure 11a are relatively open and panoramic in nature, though become partially restricted in nature by existing field boundary vegetation to the left of the view. More open and panoramic views are afforded to the right of the view as a consequence of falling lands. Field boundaries associated with the arable pastoral lands, which form the immediate foreground of the view, extend the perceived mid-distance horizon. Distant horizons to the right of the view are associated with western slopes of Troopers Hill. Timber poles carrying overhead lines are visible in the view and are perceived above existing vegetation and horizons as minor elements of the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient receptors on the local road network are judged to be of a medium susceptibility to change.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of new cuttings and overbridge associated with the proposed new junction and road corridor associated with the Proposed Development will require partial removal of existing field boundary vegetation beyond the perceived, mid-distance horizon line. Construction works for new overhead cables and poles within this area will be prominent due to the height of the timber poles, however it will be viewed as part of the wider construction works. Site clearance operations and modifications to the existing topography (refer Appendix C18.01. Figure 11b) will be screened by intervening vegetation and localised topographical changes. Where gaps in existing intervening vegetation permit more distant views, machinery and site clearance will become more apparent within minor portions of the view.</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>medium</b> due to screening effects of intervening topographical changes and field boundary vegetation.</p>		

## Viewpoint 11 – Local Road, L2794 at Cappry

- During the operational phase, new features associated with the mainline carriageway of the Proposed Development will be screened within views from this location due to intervening vegetation and localised intervening topographical changes at mid-distance. New overhead cables will poles will be discernible from this viewpoint breaking the skyline over intervening topography and vegetation, however they are not a new vertical element within this the existing view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **low**.

## Significance of Visual Effect during Construction Phase

- Where there may be glimpses of construction activity it will not alter the nature / quality of the view. It is considered to have a neutral effect.
- Moderate**, neutral, short-term duration, assessed as not significant, visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

## Significance of Visual Effect during Operational Phase

- The introduction of mitigation screen woodland planting will enhance the existing woodland within the view. It is considered to have a positive effect on the nature / quality of the view.
- Slight**, beneficial, assessed as not significant visual effects are predicted to occur during the operational phase of the Proposed Development. New cuttings and proposed bridge crossing associated with the Proposed Development will be screened within the view by retained field boundary vegetation and intervening topographical changes. Were visible, due to gaps within the existing vegetation, the Proposed Development would be perceived as a minor addition to the overall view available as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-30: Section 1 - Viewpoint 12: N15 / L2794 Junction

## Viewpoint 12 – N15 / L2794 Junction

Grid Ref	611756, 895170	Existing View Figure Number	Appendix C18.01, Figure 12a
Direction of View	West	Approx Distance to Proposed Development	185 m
Description of existing view and potential receptors	<ul style="list-style-type: none"> <li>This viewpoint is located on the verge adjacent to the L2794, in close proximity to its junction with the N15. The viewpoint is located approximately 185 m east of the main corridor route in close proximity to a proposed link road associated with the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to road users on the regional and local roads at this location.</li> <li>Views west from this location, as represented in Appendix C18.01 Figure 12a are restricted in nature by established field boundary vegetation to the left of the view and existing residential properties to the right of the view. The immediate foreground is comprised of arable pastoral land bounded by mixed species tree</li> </ul>		

## Viewpoint 12 – N15 / L2794 Junction

planting and coniferous plantation and the built form of a public house. Southern facing slopes and more elevated land beyond Mallanachose form the distant horizons, which are generally well vegetated with coniferous plantation and well-established field boundary hedgerows with trees forming localised points of interest. A single residential property and outbuilding is visible at distance within the left side of the view, though is perceived as a minor element in the view. Timber poles carrying overhead lines are visible at various distances within the view, often punctuating the perceived horizons beyond.

### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient receptors on the local road network are judged to be of a medium susceptibility to change.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- Construction phase activities associated with the formation of the proposed link road, embankments and overbridge associated with the Proposed Development as well as new poles and overhead cables will not be seen from this viewpoint due to intervening topography, existing vegetation and built form. Site clearance operations and modifications to the existing topography (refer Appendix C18.01 Figure 12b) will not be visible across the whole view.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **very low / negligible**.

- During the operational phase, the Proposed Development and new overhead cables or poles will not be seen from this viewpoint due to intervening topography, existing vegetation and built form.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **low / negligible**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Not significant**, neutral, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development due to no views of the Proposed Development being available.

### Significance of Visual Effect during Operational Phase

- There is considered to be a neutral effect on the nature / quality of the view due to indiscernible changes within it.
- **Not significant**, neutral, significance of visual effects are predicted to occur during the operation phase of the Proposed Development.

**Predicted Visual Impact (Do Something) Section 2**

In order to avoid repetition, an assessment of the predicted construction phase impacts and operational phase impacts associated with Section 2 of the Proposed Development are included within each of the following viewpoint assessment tables.

A summary of the Section 2 viewpoint assessments in the absence of mitigation is presented in Table 18-31 through Table 18-42.

**Table 18-31: Section 2 – Viewpoint 1: Ballyraine Park, Letterkenny**

Viewpoint 1 – Ballyraine Park, Letterkenny			
Grid Ref	618621, 911536	Existing View Figure Number	Appendix C18.02 Figure 13a
Direction of View	East	Approx Distance to Proposed Development	410 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the grassed verge adjacent to local road access to the rear of Ballrairie Halls, accessed from the N56 to the west. The viewpoint is located approximately 410 m southwest of the proposed river Swilly bridge crossing associated with the Proposed Development. The view is considered to be representative of views experienced by residential receptors and commercial receptors in the vicinity at this location.</li> <li>Views east from this location, as represented in Appendix C18.02 Figure 13a are generally open and panoramic in nature, though become partially restricted by localised topographical changes to the left of the view. The immediate foreground is comprised of rough pastoral land, associated with the River Swilly which is partially visible at mid-distance. Distant horizons are formed by rising lands at Dromore and Drumany which form the eastern enclosure to the Swilly estuary. Commercial buildings are visible at lower elevation, at distance, set well and against a strong visual backdrop of mixed agricultural land use. Where visible within the view these buildings form a distinct point of visual interest. Timber poles carrying overhead lines are visible at close distance and are visible above distant horizons.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Commercial receptors at this location are judged to be of a low susceptibility to change in their views whilst residential receptors are judged to be of a high susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of the Swilly Bridge crossing associated with the Proposed Development will be significantly screened by intervening topographical changes, with abutments and embankments associated with the eastern landing predicted to be visible at mid-distance within the central portion of the view. Construction phase activities associated with the formation of new embankments further east will require localised removal of a field boundary hedgerow. Construction activities for the diverted overhead lines will be a very minor part of this view and not discernible from the large scale construction activities. Site clearance operations and modifications to the existing topography (refer Appendix C18.02 Figure 13b) will be visible across the whole view, perceived at mid-distance and at distance. All</li> </ul>		

**Viewpoint 1 – Ballyraine Park, Letterkenny**

works associated with the Proposed Development will be seen below and against rising lands forming the distant horizon lines.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **high**.

- During the operational phase, new features associated with the Proposed Development will be visible across the whole of the view at a variety of distances, with the main route corridor viewed at mid-distance. Visible elements will be seen as an addition to the overall view, though viewed against a backdrop of elevated land and below existing build form beyond which will aid integration.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium**.

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Very significant</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	--

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Significant</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Embankments, abutments and bridge crossing the River Swilly, associated with the Proposed Development, will be seen at a variety of distances across the central portion of the view on lower lying land. Visible portions of the Proposed Development will be perceived as an alteration to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.</li> <li>▪ Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	--

**Table 18-32: Section 2 – Viewpoint 2: Thorne Road, Letterkenny**

**Viewpoint 2 – Thorne Road, Letterkenny**

<b>Grid Ref</b>	<b>619541, 911951</b>	<b>Existing View Figure Number Appendix C18.02 Figure 14a</b>
<b>Direction of View</b>	<b>Southwest</b>	<b>Approx Distance to Proposed 550 m Development</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the grassed verge adjacent to Thorn Road, which forms a local road access within the northern portion of the Swilly Estuary area. The viewpoint is located approximately 550 m north of the proposed river Swilly bridge crossing associated with the Proposed Development. The view is considered to be representative of views experienced by residential receptors within the vicinity and oblique views afforded to transient road users at this location.</li> </ul>	

## Viewpoint 2 – Thorne Road, Letterkenny

- Views southwest from this location, as represented in Appendix C18.02 Figure 14a are generally open and panoramic in nature, with rising land at Drumany, Cullion and Scribbly forming the distant horizons. The immediate foreground is comprised of mixed arable and pastoral land, which extend to the northern embankments associated with the Swilly River. Embankments associated with the Swilly River are visible across the central portion of the view and screen views of the river. Large scale commercial buildings are visible at close distance to the left of the view and at distance within the central portion of the view. The existing N13 road corridor is visible, at distance, on rising lands to the left of the view and forms a distinct element of the view. The built form associated with Letterkenny is well screened from this location, though properties and built form at Dromore and Bunnagee are partially visible amongst existing vegetation cover at a variety of elevations.

### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views whilst transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- Construction phase activities associated with the formation of the Swilly Bridge crossing and embankments associated with the Proposed Development will be visible at mid-distance across the central portion of the overall view before they become partially obscured by retained commercial buildings at Milk Isle, visible centre left of the view. Site clearance operations and modifications to the existing topography (refer Appendix C18.02 Figure 14b) associated with the Proposed Development will also be visible, at distance, on rising lands above Bunnagee and Dromore to the left of the view, below the distant horizon. Construction phase activities associated with the proposed new roundabout and linking roads to the Dry Arch roundabout and residential properties will be visible to the view, though such activities will be difficult to perceive from this location due to distance. All works associated with the Proposed Development will be seen below and against rising lands forming the distant horizon lines.

The magnitude of effect during the construction phase of the Proposed Development is judged to be localised and **high**.

- During the operational phase, new features associated with the Proposed Development will be visible across the whole of the view at a variety of distances, with the main route corridor and bridge crossing viewed at mid-distance on lower elevation land. Visible elements will be seen as an addition to the overall view, though viewed against a backdrop of elevated land and below existing build form beyond, which will aid integration.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Very significant**, adverse, short-term duration, assessed as significant, visual effects are predicted to occur during the construction phase of the Proposed

**Viewpoint 2 – Thorne Road, Letterkenny**

Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with new elements of the River Finn bridge and associated embankments out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- **Significant**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Embankments, abutments and bridge crossing the River Swilly, associated with the Proposed Development, will be seen at a variety of distances across the central portion of the view on lower lying land. Visible portions of the Proposed Development will be perceived as an alteration to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-33: Section 2 - Viewpoint 3: Letterkenny Rugby and GAA Club****Viewpoint 3 – Letterkenny Rugby and GAA Club**

<b>Grid Ref</b>	<b>619679, 911487</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 15a</b>
<b>Direction of View</b>	<b>Southwest</b>	<b>Approx Distance to Proposed Development</b>	<b>340 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the local road access to Letterkenny Rugby and GAA grounds which are located northeast of the Proposed Development adjacent to the Swilly River. The viewpoint is located approximately 340 m northeast of the Proposed Development and the view is considered to be representative of views experienced primarily by recreational receptors at the sports facility at this location.</li> <li>▪ Views southwest from this location, as represented in Appendix C18.02, Figure 15a are generally open and panoramic in nature, though are partially restricted in nature by the close proximity of large-scale commercial buildings at Milk Isle to the south. The immediate foreground is comprised of grassed slopes associated with the flood embankments adjacent to the River Swilly which is partially visible across the central portion of the view. Commercial buildings on land at Milk Isle and the sports facilities in the foreground form a distinct visual focus within the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Recreational receptors at this location are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to recreational receptors in the vicinity, and the overall value of the view available is judged to be medium.</li> </ul>		

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium**.

### Viewpoint 3 – Letterkenny Rugby and GAA Club

#### Magnitude of effect

- Construction phase activities associated with the formation of the Proposed Development will be screened by intervening built form and existing vegetation (refer Appendix C18.02. Figure 15b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **very low / negligible**.

- During the operational phase, new features associated with the Proposed Development will be screened from the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **very low / negligible**.

#### Significance of Visual Effect during Construction Phase

- Where there may be glimpses of construction activity it will not alter the nature / quality of the view. It is considered to have a neutral effect.
- Imperceptible**, neutral, assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development due to no views of the Proposed Development being available.

#### Significance of Visual Effect during Operational Phase

- There is considered to be a neutral effect on the nature / quality of the view due to indiscernible changes within it.
- Imperceptible**, neutral, assessed as not significant visual effects are predicted to occur during the operation phase of the Proposed Development.

**Table 18-34: Section 2 - Viewpoint 4: Local Road L1154, Trimragh**

### Viewpoint 4 – Local access road L1154, Trimragh

<b>Grid Ref</b>	<b>621348, 911142</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02, Figure 16a</b>
<b>Direction of View</b>	<b>Northwest</b>	<b>Approx Distance to Proposed Development</b>	<b>50 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located at the roadside on a local road at Trimragh, south of the existing N13 corridor. The viewpoint is located approximately 50 m east of the new junction associated with the Proposed Development at Trimragh. The view is considered to be representative of views experienced by residential receptors and commercial receptors in the vicinity at this location and views afforded to transient road receptors at this location.</li> <li>Views west from this location, as represented in Appendix C18.02 Figure 16a are partially restricted in nature by the presence of well-established vegetation adjacent to the existing N13 corridor that extend across the full width of the view. Due to the elevated nature of the viewpoint glimpse views are available over trees in the foreground to rolling hills in the distance. The built form of eastern Letterkenny is perceived at distance. The immediate foreground is comprised of mixed pastoral agricultural land, defined by dense hedgerows.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Commercial receptors at this location are judged to be of a low susceptibility to change in their views whilst residential receptors are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the</li> </ul>		

## Viewpoint 4 – Local access road L1154, Trimragh

overall value of the view available is judged to be medium due to the influence of close proximity of commercial properties.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium**.

### Magnitude of effect

- Construction phase activities associated with the formation of embankments and the new roundabout junction associated with the Proposed Development will be visible across the whole of the view. Construction phase activities associated with the formation of new embankments and road will require localised removal of a field boundary vegetation and established vegetation. Site clearance operations and modifications to the existing topography (refer Appendix C18.02 Figure 16b) will be visible at close and mid-distances.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **very high**.

- During the operational phase, new features associated with the Proposed Development will be visible across the view at a variety of distances. Proposed embankments will partially restrict more distant views and will be seen as a substantial alteration to the existing view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **high**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Profound**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- Significant**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Embankments and new roundabout junction associated with the Proposed Development, will be viewed as a large alteration to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-35: Section 2 - Viewpoint 5: Local Access Road, Dromore****Viewpoint 5 – Local access road, Dromore**

<b>Grid Ref</b>	<b>620207, 910845</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02, Figure 17a</b>
<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>100 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the footpath adjacent to a commercial property on a local road, north of the existing N13 corridor. The viewpoint is located approximately 100 m north of the new roundabout junction associated with the Proposed Development at Dromore. The view is considered to be representative of views experienced by residential receptors and commercial receptors in the vicinity at this location and views afforded to transient road receptors at this location.</li> <li>Views west from this location, as represented in Appendix C18.02 Figure 17a are well restricted in nature by the presence of well-established vegetation adjacent to the existing N13 corridor and the farm and commercial buildings to the right of the view. The built form of Letterkenny is located in this view direction but fully screened. The immediate foreground is comprised of mixed pastoral agricultural land, defined by mixed quality hedgerows and post and wire fences. Timber poles carrying overhead lines are visible to the left of the view adjacent to the local road. Commercial premises are prominent to the right of the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Commercial receptors at this location are judged to be of a low susceptibility to change in their views whilst residential receptors are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be medium due to the influence of close proximity commercial properties.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments and the new roundabout junction associated with the Proposed Development will be visible across the whole of the view. Construction phase activities associated with the formation of new embankments and road will require localised removal of a field boundary vegetation and established vegetation around the far outbuildings. Site clearance operations and modifications to the existing topography (refer Appendix C18.02 Figure 17b) will be visible at close and mid-distances.</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and <b>very high</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development will be visible across the whole of the view at a variety of distances. Proposed embankments will partially restrict more distant views and will be seen as a substantial alteration to the existing view.</li> </ul> <p>The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and <b>very high</b>.</p>		

**Viewpoint 5 – Local access road, Dromore**

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li><b>Profound</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	--

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.</li> <li><b>Profound</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. Embankments and new roundabout junction associated with the Proposed Development, will be viewed as a large alteration to the existing character and composition of the view as at the time of scheme opening proposed areas of planting will not be fully established.</li> <li>Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	--

**Table 18-36: Section 2 - Viewpoint 6: Local Access Road, southeast of L1114****Viewpoint 6 – Local access road, south of L1114**

<b>Grid Ref</b>	<b>619980, 910455</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 18a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>110 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on a local access road, which provides connectivity to the L1114 which is located to the north of this location. The viewpoint is located approximately 110 m west of the Proposed Development, adjacent to an old bridge and in close proximity to residential properties. The view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors at this location.</li> <li>Views east from this location, as represented in Appendix C18.02 Figure 18a are partially restricted in nature by the presence of residential properties at close proximity and established, mixed species broadleaved and coniferous trees beyond. Distant views of the Swilly estuary and rising land at Drumardagh are visible to the left of the view above intervening vegetation and roof associated with residential property at lower elevation. Horizons within the central portion of the view are formed by more elevated land above Dromore. Mixed pastoral and arable farmland on more elevated land is glimpsed in gaps between residential properties within the central right portion of the view. The immediate foreground is comprised of the local access road, garden boundary vegetation and scrubby vegetation. Timber poles carrying overhead lines are visible to the left of the view adjacent and above the distant horizon.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however views experienced by receptors at this location, particularly for the residential</li> </ul>		

**Viewpoint 6 – Local access road, south of L1114**

properties are primarily focused west across the Swilly Estuary and the view represented (refer Appendix C18.02 Figure 18a) forms a less sensitive view, though the overall value of the view available is judged to be high.

Overall, taking into account the receptor significance and susceptibility and the value of the view the sensitivity is judged to be **high**.

**Magnitude of effect**

- Construction phase activities associated with the formation of cuttings associated with the Proposed Development, beyond the residential properties within the view will require the removal of existing established vegetation, which is screened from this viewpoint (refer Appendix C 18.02 Figure 18b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **very low / negligible**.

- During the operational phase, new features associated with the Proposed Development will not be visible beyond the intervening residential properties as features are all set within cuttings.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very low / negligible**.

**Significance of Visual Effect during Construction Phase**

- Where there may be glimpses of construction activity it will not alter the nature / quality of the view. It is considered to have a neutral effect.
- Imperceptible**, neutral, assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development due to no views of the Proposed Development being available.

**Significance of Visual Effect during Operational Phase**

- There is considered to be a neutral effect on the nature / quality of the view due to indiscernible changes within it.
- Imperceptible**, neutral, assessed as not significant to occur during the operation phase of the Proposed Development.

**Table 18-37: Section 2 - Viewpoint 7: Local Road, L5784****Viewpoint 7 – Local Road, L5784**

<b>Grid Ref</b>	<b>619700, 910042</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 19a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>120 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the local road, L5784, which provides connectivity to the N13 to the west of this viewpoint location. The viewpoint is located approximately 120 m west of the Proposed Development, to the rear of two residential properties. The view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling east along the L5784.</li> <li>Views east from this location, as represented in Appendix C18.02 Figure 19a are partially restricted in nature by existing field boundary vegetation seen at close and mid-distances within the view on rising lands. Distant views of rolling hills are glimpsed beyond intervening vegetation to the centre of the view where gaps</li> </ul>		

### Viewpoint 7 – Local Road, L5784

in the vegetation permit. Horizons within the central portion of the view are formed by more rising agricultural lands comprised of pastoral farmland. A single residential property with agricultural outbuildings is partially visible on more elevated land within the right portion of the view, with screening provided by intervening established vegetation and the outbuildings. Timber poles carrying overhead lines are visible across the central portion of the view, above the existing vegetation cover and perceived horizons formed by existing vegetation cover.

#### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

#### Magnitude of effect

- Construction phase activities associated with the Proposed Development, will require the removal of existing field boundary vegetation visible within the central portion of the view. Construction phase activities associated with the Proposed Development will be visible across the whole of the view at mid-distance (refer Appendix C18.02 Figure 19b). Reconfiguration of timber poles for overhead cables will be visible on both the right and left side of the view.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **very high**.

- During the operational phase, new features associated with the Proposed Development will be visible across the whole of the view at this location and will be viewed as a substantial change to the overall view. The reconfiguration of timber poles will be consistent with the existing view, although prominent in the foreground, and therefore the changes will be seen as part of the Proposed Development.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very high**.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Construction activity required to alter timber poles for overhead cables will be evident above existing vegetation for the short term.
- **Profound**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with a combination of mitigation planting and new embankments screening any further views to the landscape beyond. It is considered to have a negative effect on the nature / quality of the view. The alteration of timber poles is considered a minor alteration of the existing view and over time the alteration will not be readily discernible from the Proposed Development.

**Viewpoint 7 – Local Road, L5784**

- **Profound**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development. At the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-38: Section 2 - Viewpoint 8: Local Road, L1094****Viewpoint 8 – Local Road, L1094**

<b>Grid Ref</b>	<b>619098, 909077</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 20a</b>
-----------------	-----------------------	------------------------------------	-----------------------------------

<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>10 m</b>
--------------------------	-------------	--	-------------

**Description of existing view and potential receptors**

- This viewpoint is located on the local road, L1094 at Correnagh which provides connectivity between the N13 and adjacent residential properties to the west of the N13 corridor. The viewpoint is located approximately 10 m west of the Proposed Development and is considered to be representative of views experienced by residential receptors in the vicinity and transient road users traveling east on the local road at this location.
- Views east from this location, as represented in Appendix C18.02 Figure 20a are well restricted in nature by established mixed broadleaved and coniferous tree plantings which screen views of distant horizons. The existing N13 corridor is well screened by intervening vegetation preventing views. A residential property is visible to the left of the view, partially screened by intervening vegetation. Timber poles carrying overhead lines are visible across the view, at mid-distance, and are perceived above existing horizons.

**Significance and Sensitivity of Visual Resource**

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be medium, given the close proximity of the N13 corridor.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

**Magnitude of effect**

- Construction phase activities associated with the formation of cuttings associated with the Proposed Development and the L1094 Connector road, will require the removal of existing established vegetation, which is just visible at mid-distance within the view. From this location any works required for the diversion of overhead cables will be seen as part of the main construction works. Construction phase activities associated with the Proposed Development will be glimpsed at mid-distance beyond intervening vegetation (refer Appendix C18.02 Figure 20b). Vegetation removal will be perceived as a minor alteration to the existing view, with machinery movements glimpsed beyond retained vegetation, which will aid in reducing overall visibility of construction phase activities.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium**.

**Viewpoint 8 – Local Road, L1094**

- During the operational phase, new features associated with the Proposed Development will not be generally visible beyond intervening vegetation, though vehicular movements may be glimpsed above, and across the central portion of the view at mid-distance. Where visible in gaps between residential properties the Proposed Development will be viewed as a small addition to the view. The addition of a double timber pole centrally within the view will be seen as a minor component next to and over existing vegetation.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **low**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Works required for overhead line diversions will be considered as part of the overall construction activity.
- **Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- Due to the existing view available along a local road from this viewpoint, the proposed view is considered as a realignment of the existing road with a neutral effect on the nature / quality of the view. The proposed double timber poles will at operational year be considered part of the established view.
- **Slight**, neutral, assessed as not significant, visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-39: Section 2 - Viewpoint 9: Local Road, L5794**

**Viewpoint 9 – Local Road, L5794**

<b>Grid Ref</b>	<b>619730, 908714</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 21a</b>
<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>70 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the local road, L5794 at Listellian, which provides connectivity to the existing N13 to the east of this viewpoint location. The viewpoint is located approximately 70m east of a proposed link road roundabout and at the edge of re-alignment works associated with the L5794 associated with the Proposed Development. The view is considered to be representative of oblique views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling southwest along the L5794.</li> <li>▪ Views west from this location, as represented in Appendix C18.02 Figure 21a generally open and panoramic in nature, though partially restricted by well-established roadside hedgerows and vegetation. Visibility of distant horizons are largely obscured by intervening built form and vegetation cover, including mixed species coniferous screen planting. Arable farmland forms the main element of the view beyond the</li> </ul>		

## Viewpoint 9 – Local Road, L5794

intervening roadside hedgerow. Timber poles and large-scale pylons carrying overhead lines are visible to the left of the view, and seen above perceived horizons formed by existing built form and vegetation. The existing electrical substation, adjacent to the N13, is partially visible at distance as a distinct element on the horizon.

**Significance and Sensitivity of Visual Resource**

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available as oblique views to residential receptors in the vicinity, and the overall value of the view available is judged to be medium.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium**.

**Magnitude of effect**

- Construction phase activities associated with the formation of cuttings, linking roads and roundabouts will require localised removal of existing field boundary hedgerows at close distance and localised portions of screen planting on the horizon. Movement activities associated with the diversion of overhead cables will be prominent on the hill in this view, albeit discerning from the wider construction activities, specifically works required for lighting columns at Listellan connector junction will be difficult. Construction phase activities associated with the Proposed Development will be fully visible across the view at close and mid-distances (refer Appendix C18.02 Figure 21b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium**.

- During the operational phase, new features, specifically lighting columns and a new timber pole in the foreground, associated with the Proposed Development will be visible across the whole of the view available from this location and is judged to be a moderate alteration to the view available.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Construction activities required to erect a timber pole will be prominent within the left side of the view.
- **Moderate**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with mitigation planting screening any further views to the landscape beyond that may be appreciated from this location. It is considered to have a negative effect on the nature / quality of the view. A timber pole in the foreground on the left side of the view will be visible above vegetation at operational year in combination with the street lighting.
- **Moderate**, adverse, assessed as significant, visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view, however vertical elements such as lighting columns and overhead cables will break the skyline.

Table 18-40: Section 2 - Viewpoint 10: Local Road, L1154

Viewpoint 10 – Local Road, L1154			
Grid Ref	620996, 911036	Existing View Figure Number	Appendix C18.02 Figure 22a
Direction of View	Northeast	Approx Distance to Proposed Development	65 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the local road, L1154, located immediately south of the existing N13 road corridor and which provides connectivity to the N13 from properties within the vicinity. The viewpoint is located approximately 65 m west of the proposed on slip road proposed as part of new junction arrangement of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to transient road receptors traveling east along the L1154.</li> <li>Views northeast from this elevated viewpoint location, as represented in Appendix C18.02, Figure 22a are partially restricted by established mixed species planting adjacent to the N13, at lower elevation. Distant horizons, formed by more elevated land associated with Roughpark, to the north and east of Letterkenny are visible beyond intervening vegetation. The built form associated with Letterkenny is visible at distance on the horizon and forms a minor point of visual interest within the view. The existing N13 corridor is visible at lower elevation within the view and forms the main point of interest due to associated vehicular movements and visibility at close distance. Lower elevation mixed arable and pastoral farmland is glimpsed beyond and amongst intervening roadside vegetation. Timber poles carrying overhead lines are visible at close distance along with a residential property to the right of the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a medium susceptibility to change in their views, due to the close proximity of the N13. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, overbridge, and link road connections proposed as part of the Proposed Development will require the localised removal of existing established roadside vegetation visible within this view at mid-distance. Construction phase activities associated with the Proposed Development will visible mid-distance across the central portion of the view, though construction phase operations associated with the formation of new link roads will be partially screened by existing retained vegetation and the residential property (refer Appendix C18.02 Figure 23b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>very high</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, though seen below existing distant horizons. Proposed link roads, crossing the lower elevation farmland will be perceived as a minor addition to the view due to screening by intervening vegetation in the context of the existing visible N13.</li> </ul>		

**Viewpoint 10 – Local Road, L1154**

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **high**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Profound**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- **Significant**, adverse, assessed as significant, visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-41: Section 2 - Viewpoint 11: Local Road, north of N13****Viewpoint 11 – Local Road, north of N13**

<b>Grid Ref</b>	<b>622189, 911578</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 23a</b>
<b>Direction of View</b>	<b>South</b>	<b>Approx Distance to Proposed Development</b>	<b>140 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on a local road L5824, which provides connectivity to the N13 and cluster of residential properties at Drumardagh. The viewpoint is located approximately 140 m north of re-aligned link road associated with the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique views afforded to transient road receptors traveling west along the local road.</li> <li>▪ Views south from this location, as represented in Appendix C18.02, Figure 23a are partially enclosed in nature by a combination of the undulating topography and established mixed species woodland planting on slopes. The immediate foreground of the view is comprised pastoral farmland, with field boundaries defined by hedgerows and post and wire fences. Localised changes in topography foreshorten views, and partially screens visibility of distant horizons and the existing N13 road corridor. Distant horizons, glimpsed beyond intervening vegetation to the left of the view are associated with more elevated land at Pluck. There are occasional residential properties in the view, though are generally well assimilated within the view as they are often seen against a strong background of mixed species tree planting or rising lands. Timber poles carrying overhead lines are visible in the view, though are often difficult to perceive as they are also seen against the strong backdrop of vegetation and undulating topography.</li> </ul>		

### Viewpoint 11 – Local Road, north of N13

#### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor significance and susceptibility and the value of the view the sensitivity is judged to be **high**.

#### Magnitude of effect

- Works associated with the realignment of the existing local road network for the L5824 tie-in will require localised removal of roadside vegetation which will go largely un-noticed as works will be screened by a combination of localised topographical changes, intervening built form and retained vegetation (refer Appendix C18.02 Figure 22b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **very low / negligible**.

- During the operational phase, new features associated with the Proposed Development will not be visible beyond the intervening vegetation or built form.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **very low / negligible**.

#### Significance of Visual Effect during Construction Phase

- Where there may be glimpses of construction activity it will not alter the nature / quality of the view. It is considered to have a neutral effect.
- Imperceptible**, neutral, assessed as not significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- There is considered to be a neutral effect on the nature / quality of the view due to indiscernible changes within it.
- Imperceptible**, neutral, visual effects assessed as not significant are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established.
- Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-42: Section 2 - Viewpoint 12: Local Road L1154, south of N13****Viewpoint 12 – Local Road, south of N13**

<b>Grid Ref</b>	<b>622291, 911219</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.02 Figure 24a</b>
<b>Direction of View</b>	<b>North</b>	<b>Approx Distance to Proposed Development</b>	<b>60 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on a local access road L1154, to the immediate south of the N13, which provides connectivity to the N13. The viewpoint is located approximately 60 m south of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling west along the local access road.</li> <li>▪ Views north from this location on the L1154, as represented in Appendix C18.02 Figure 24a are fully enclosed in nature by established vegetation along the N13 road corridor. Scattered residential properties are visible to the rear and left of the view, though are generally well screened by a combination of the undulating topography and established mixed species planting. Timber poles carrying overhead lines are visible in the view, at a variety of distances, and are visible above the horizon line due to proximity of location.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be medium, due to the influence of the N13 which is visible at close distance.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>▪ Construction phase activities associated with the formation of embankments associated with the Proposed Development, on the existing N13 corridor will require the removal of establishing vegetation across the central portion of the view, seen at mid distance. Construction phase activities associated with the Proposed Development will be seen in combination with the N13. Removal of existing vegetation will increase the visibility of the pastoral landscape now screened within the central portion of the view and to the north of the existing N13 (refer Appendix C18.02 Figure 24b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>medium</b>.</p> <ul style="list-style-type: none"> <li>▪ During the operational phase, new features associated with the Proposed Development will be read in combination with the existing N13 and viewed as an addition to the central portion of the view.</li> </ul> <p>The magnitude of visual effect during the operational phase of the Proposed Development is judged to be <b>medium</b>.</p>		
<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Moderate</b>, adverse, short-term duration assessed as significant visual effects are predicted to occur during the construction phase of the Proposed</li> </ul>		

---

**Viewpoint 12 – Local Road, south of N13**

---

Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

---

**Significance of Visual Effect during Operational Phase**

- The effect on the nature / quality of the view is perceived as neutral from the existing view where there is a strong line of conifers that will, at operation year, appear to have replaced them for broadleaved trees.
  - **Moderate**, neutral, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established.
  - Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.
-

### Predicted Visual Impact (Do Something) Section 3

In order to avoid repetition, an assessment of the predicted construction phase impacts and operational phase impacts associated with Section 3 of the Proposed Development are included within each of the following viewpoint assessment tables.

A summary of the Section 3 viewpoint assessments in the absence of mitigation is presented in Table 18-43 through Table 18-56.

**Table 18-43: Section 3 - Viewpoint 1: Local Road, L1294**

Viewpoint 1 – Local Road, L1294			
Grid Ref	623900, 911100	Existing View Figure Number	Appendix C18.03 Figure 25a
Direction of View	South	Approx Distance to Proposed Development	500 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on the local road, L1294, which currently provides direct access to the N14 to the south of this viewpoint location. The viewpoint is located approximately 500 m northwest of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling south on the L1294.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 25a are partially restricted in nature by the roadside vegetation associated with the L1294 at close proximity which direct views along the L1294. Views from more elevated residential properties in the vicinity are partially restricted by established garden boundary hedgerows with mature trees. Where gaps in roadside vegetation permit more open views, distant horizons are formed by elevated lands at Pluck and Black Hill, with perceived horizons elevated in nature by existing field boundary hedgerows and mixed species woodland planting. Mixed arable pastoral lands set within a strong framework of field boundary hedgerows, with scattered mature trees, forms the dominant land use within the overall view. Mixed species planting associated with the existing N14 corridor is visible within the view, at mid-distance, which partially screens vehicle movements N14 beyond. The existing N14 corridor forms a minor, partially screened element of the view and is generally seen at mid-distance across the central portion of the view. Timber poles carrying overhead lines are visible within the view, though are often difficult to perceive against the well vegetated landscape.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>▪ Construction phase activities associated with the formation of embankments, cuttings, overbridge and link road connection with the L1294 will be perceived as part of the Proposed Development, as well as new poles for the diversion of overhead cables will require the localised removal of existing established roadside and field boundary vegetation visible within this view at mid-distance in front of the existing N14 corridor. Construction phase activities associated with</li> </ul>		

### Viewpoint 1 – Local Road, L1294

the Proposed Development will be visible at mid-distance across the central portion of the view and will be seen below and in front of existing screen vegetation associated with the existing N14 road corridor and well below distant horizon lines. Construction phase operations associated with the formation of new link road and the overbridge will be partially screened by existing retained roadside vegetation and localised changes in topography (refer Appendix C18.03 Figure 25b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be localised and **high**.

- During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, though seen below existing distant horizons. The proposed link road connection alterations and proposed overbridge crossing will be perceived as an addition element within the view which increase the perception of such built features within the view. Diverted overhead cables as well as new timber poles will be viewed as an additional feature to the existing landscape with timber poles closer to the viewer breaking the skyline.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium**.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Construction activities required for the diversion of overhead cables and erection of new timber poles will be considered as part of the overall construction works.
- **Very significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view. New timber poles along with removal of some existing timber poles within the view will be considered overall as not significant due to timber poles are present within the existing baseline.
- **Significant**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-44: Section 3 - Viewpoint 2: N14 at Woodhill

## Viewpoint 2 – Local access Road at Woodhill

Grid Ref	625903, 909479	Existing View Figure Number	Appendix C18.03 Figure 26a
Direction of View	West	Approx Distance to Proposed Development	260 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the existing N14 near its junction with a local road, L1274, which currently provides direct access to the N14 to the north of this viewpoint location. The viewpoint is located approximately 250 m east of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling east on the L1274 and north and south on the N14.</li> <li>Views from this location, as represented in Appendix C18.03 Figure 26a are partially restricted by vegetation, topography and existing built form at closer distance, though at lower elevation within the view. Where gaps in roadside vegetation permit views, the views are generally more open and panoramic in nature over the undulating mixed agricultural landscape. Field boundaries are well defined by hedgerows and hedgerows with trees. Copses of trees and screen planting around scattered farmsteads are visible throughout the view and are often seen above distant horizons with a glimpse view to mountains. The existing N14 corridor is directly and forms a distinct element of the view as a consequence of vehicular movements. Timber poles carrying overhead lines are visible within the view and are often seen punctuating the distant horizons.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, cuttings and link road connections with the local access road proposed as part of the Proposed Development will require the localised removal of existing field boundary vegetation visible within this view at mid-distance beyond the existing N14 corridor and associated roadside vegetation. Construction activities required to divert overhead lines including the addition of new poles will be visible in the foreground and mid distance. The majority of construction phase activities will be partially visible at lower elevations, with screening provided by intervening vegetation (refer Appendix C18.03, Figure 26b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>medium</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, though seen below existing horizons. New poles within this view and overhead cables will be evident, however it will be perceived as a change to existing elements within the view. Proposed link road connection alterations and proposed embankments will be perceived as additional elements within the view which increases the</li> </ul>		

**Viewpoint 2 – Local access Road at Woodhill**

perception of such built features within the view but read in the context of the existing N14 roadway.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Diversion of overhead cables and timber poles in this view will not be discernible from the general construction activities.
- **Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The introduction of mitigation screen woodland planting will enhance the existing woodland within the view, albeit enclosing distant views available. It is considered to have a positive effect on the nature / quality of the view. Additional timber poles within the view are consistent with the existing components of the view.
- **Significant**, neutral, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-45: Section 3 - Viewpoint 3: Local Access Road (L5524)****Viewpoint 3 – Local Access Road (L5524)**

<b>Grid Ref</b>	<b>627030, 907254</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03, Figure 27a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>320 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on a local access road, which currently provides direct access to the N14 at this viewpoint location. The viewpoint is located approximately 320 m west of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling east on the local access road and oblique views afforded to transient receptors on the N14.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 27a are generally open and panoramic in nature with Dooish Mountain forming the distant horizon to the left of the view. Mid-distance horizons, associated with rising agricultural lands within the foreground are often elevated by instances of mixed species woodland planting and field boundary hedgerows. Beyond the existing N14 corridor, visible across the immediate foreground of the view, rising mixed pastoral agricultural fields are often well defined by field boundary hedgerows and hedgerows with trees. An area of scrub woodland is visible to the right of the view, at lower elevation and adds visual interest to the view. Scattered residential properties and farmsteads are largely not perceived in the</li> </ul>		

**Viewpoint 3 – Local Access Road (L5524)**

view due to screening provided by mixed species planting, though were visible do form minor points of visual interest within the available view.

**Significance and Sensitivity of Visual Resource**

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium** due to the close proximity of the existing N14 corridor.

**Magnitude of effect**

- Construction phase activities associated with the formation of embankments and cuttings proposed as part of the Proposed Development will require the localised removal of existing field boundary vegetation visible within this view at mid-distance across the whole of the view. Construction phase activities associated with the Proposed Development will be visible at lower elevation, set below and against rising lands forming the horizon. Construction phase activities will soon become partially screened by existing scrub vegetation to the right of the view (refer Appendix C18.03, Figure 27b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **high**.

- During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, though seen below and against existing rising lands forming the horizon. The Proposed Development will be viewed as a small addition to the view, though visible elements will increase the perception of such built features within the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- **Moderate**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-46: Section 3 - Viewpoint 4a: N14 / R236 Junction**

Viewpoint 4a – N14 / R236 Junction			
Grid Ref	628257, 905574	Existing View Figure Number	Appendix C18.03, Figure 28a
Direction of View	Northwest	Approx Distance to Proposed Development	100 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located directly adjacent to the N14 in close proximity within its junction with the R236. The viewpoint is located approximately 100 m east of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors on the R236, local connection roads and the N14.</li> <li>Views from this location, as represented in Appendix C18.03 Figure 28a, are generally enclosed in nature with southern facing slopes associated with elevated lands at Sleivebuck and Mullafin forming the horizon to the centre of the view. The R236 is visible as a distinct linear feature to the right of the view in views from the local road. The N14 is partially visible beyond with high sided vehicles most noticeable. The remainder of the view is generally comprised of residential gardens as well as gently undulating, mixed arable and pastoral agricultural lands set within a strong, enclosing, frameworks of field boundary hedgerows, hedgerows with trees and mixed species woodland planting which is prevalent on more elevated land to the back of the view. The existing N14 corridor and associated signage and lighting columns are visible across the whole of the view at close distance.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b> due to the influence of the N14 corridor.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, new junction arrangements, overbridge and link road connection with the R236 proposed as part of the Proposed Development will be visible at close distance across the whole of the view. Construction phase activities associated with the Proposed Development will require the localised removal of existing field boundary hedgerows and vegetation adjacent to the R236 to the left of the view (refer Appendix C18.03 Figure 28b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>very high</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features such as embankments and overbridge associated with the Proposed Development will be visible across the whole of the view, though generally seen below distant horizons and read in the context with the existing roads and urban built form. New lighting columns and signage will be visible in the view, punctuating the horizon.</li> </ul>		

**Viewpoint 4a – N14 / R236 Junction**

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **very high** due to the close proximity of the Proposed Development to the viewpoint location.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Profound**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- **Profound**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-47: Section 3 - Viewpoint 4b: N14 / R236 Junction****Viewpoint 4b – N14 / R236 Junction**

<b>Grid Ref</b>	<b>628257, 905574</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03, Figure 28a</b>
<b>Direction of View</b>	<b>Northwest</b>	<b>Approx Distance to Proposed Development</b>	<b>100 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located directly adjacent to the N14 in close proximity within its junction with the R236. The viewpoint is located approximately 100 m east of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors on the R236, local connection roads and the N14.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 28a, are generally enclosed in nature with existing residential properties obscuring much of any views beyond. Lighting columns along the N14 are visible in upper portions of the view and occasional glimpses mixed arable and pastoral agricultural lands set within a strong, enclosing, frameworks of field boundary hedgerows, hedgerows with trees and mixed species woodland planting which is prevalent on more elevated land to the back of the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul>		

### Viewpoint 4b – N14 / R236 Junction

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **medium** due to the influence of the N14 corridor.

#### Magnitude of effect

- Construction phase activities associated with the formation of embankments, new junction arrangements, overbridge and link road connection with the R236 proposed as part of the Proposed Development will be visible at close distance where there are partial views afforded. Construction phase activities associated with the Proposed Development will require the localised removal of existing field boundary hedgerows and vegetation adjacent to the R236 to the right of the view (refer Appendix C 18.03 Figure 28d).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **high** due to the proximity of the Proposed Development to the viewpoint.

- During the operational phase, new features such as embankments and overbridge associated with the Proposed Development will be visible in partial views available screening any further views beyond. New lighting columns and signage will be visible in the view, punctuating the horizon.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **high** due to the close proximity of the Proposed Development to the viewpoint location.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

#### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- Significant**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-48: Section 3 - Viewpoint 5: Local Road (L2374)

Viewpoint 5 – Local Road (L2374)			
Grid Ref	629037, 904059	Existing View Figure Number	Appendix C18.03 Figure 29a
Direction of View	Southwest	Approx Distance to Proposed Development	170 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the grassed verge associated with the local road (L2374), approximately 170 m east from the proposed mainline corridor associated with the Proposed Development. The viewpoint is considered to be representative of views experienced by residential receptors in the vicinity, located on more elevated land and views experienced by transient receptors on the local road network at this location.</li> <li>Views from this location, as represented in Appendix C18.03 Figure 29a are partially restricted in nature by a combination of roadside vegetation, mixed species broadleaved woodland and field boundary hedgerows with trees, which are visible at a variety of distances within the view. The gently undulating, mixed arable and pastoral agricultural lands comprising the majority of the view at mid-distance is set within a strong, framework of field boundary hedgerows, hedgerows with trees and scattered woodland planting which elevates and punctuates horizons. The existing N14 corridor is well screened within the existing view, becoming partially visible within a small narrow central portion of the view, where the local road meets at a crossroads junction. Timber poles carrying overhead lines are visible at close distance across the view at this location, whilst traffic movement on the existing N14 corridor is perceived above intervening roadside hedgerows to the left of the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a low susceptibility to change in their views at this location.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b> due to the influence and visibility of the N14 corridor in views from residential properties.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, local road connections, overbridge and suds pond feature as part of the Proposed Development will require the localised removal of existing field boundary vegetation, roadside hedgerows adjacent to the local road and scattered tree groups visible within this view at mid-distance and at close distance to the viewpoint. Construction phase activities associated with the diversion of overhead lines will be visible in mid distance views against a strong background of rising land forming horizons (refer Appendix C18.03 Figure 29b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>high</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development, and overhead lines, will be visible across the whole of the view, though seen below existing horizons. The Proposed Development will be viewed as a distinct and significant addition to the view which increases the perception of such built features within the view. New timber poles within the view will be</li> </ul>		

**Viewpoint 5 – Local Road (L2374)**

associated with the Proposed Development and set against a backdrop of maturing vegetation.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **high**.

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view. Construction activities associated with overhead line diversions will not be discernible from activities for overhead line diversion from the main construction activities.</li> <li>▪ <b>Significant</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	---

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view. Diverted timber poles and overhead lines will be viewed as part of the Proposed Development.</li> <li>▪ <b>Significant</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	---

**Table 18-49: Section 3 - Viewpoint 6: Local Road L2424**

**Viewpoint 6 – Local Road L2424**

<b>Grid Ref</b>	<b>629891, 901555</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 30a</b>
-----------------	-----------------------	------------------------------------	-----------------------------------

<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>170 m</b>
--------------------------	-------------	--	--------------

<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on a local road, L2424, which currently provides linking access between the R264 and the N14, to the northeast of this viewpoint location. The viewpoint is located approximately 170 m east of the Proposed Development and the view is considered to be representative of views experienced by residential receptors in the vicinity and views afforded to transient road receptors traveling west on the L2424.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 30a are partially restricted in nature by existing mature coniferous plantations in the middle distance obscuring any further distant view on the right of the view. Coniferous plantation forms a degree of separation and screening within undulating agricultural landscape beyond. On the distant left of the view arable hedge and tree lined fields can be seen rising above the woodland with a stand of trees breaking the skyline. In the foreground of the view are undulating arable fields with timber post and wire fences and occasional native shrubs lining field boundaries.</li> </ul>
---	--

## Viewpoint 6 – Local Road L2424

### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- Construction phase activities associated with the formation of minor embankments, cuttings, overbridge, and road connection with the L2424 proposed as part of the Proposed Development will require the localised removal of some coniferous plantation as well as part of arable fields in the foreground. Construction phase activities associated with the Proposed Development will be visible at mid-distance across the central portion of the view and will be seen well below and against the backdrop of the coniferous plantation (refer Appendix C18.03 Figure 30b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **high**.

- During the operational phase, new features associated with the Proposed Development will be visible across the central portion of the view, though seen below existing distant horizons at lower elevation. Proposed link road connection alterations and proposed overbridge crossing will be perceived as an addition element within the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Very significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The introduction of mitigation screen woodland planting will enhance the existing woodland within the view. It is considered to have a positive effect on the nature / quality of the view.
- Moderate to significant**, beneficial, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-50: Section 3 - Viewpoint 7: Local Road, L2444 at Ballindrait****Viewpoint 7 – Local Road, L2444 at Ballindrait**

<b>Grid Ref</b>	<b>630572, 899941</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 30a</b>
<b>Direction of View</b>	<b>East</b>	<b>Approx Distance to Proposed Development</b>	<b>370 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on a local road off the L2444, within Ballindrait, approximately 400 m west of the Proposed Development. The view is considered to be representative of views afforded to residential receptors in the vicinity and oblique views afforded to transient road receptors on the L2444.</li> <li>Views from this location, as represented in Appendix C 18.03 Figure 31a are partially restricted in nature by established field boundary vegetation visible at close distance. Distance views of horizons are formed by elevated land associated with the rounded peak of Knockavoe, to the east of Strabane, are visible within the left portion of the view. Mixed arable pastoral land set within a strong framework of field boundary hedgerows, with scattered mature trees and copses of mixed species woodland planting forms the dominant land use within the overall view. Timber poles carrying overhead lines are generally not perceived within the view, due to screening provided by vegetation cover.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>medium</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments for the Deele River crossing will require the localised removal of hedgerows, hedgerows with trees and portions of established mixed species woodland planting. Construction phase activities associated with the Proposed Development will be partially visible at mid-distance across a small, central portion of the view due to screening provided by intervening vegetation (refer Appendix C18.03 Figure 31b). Construction activities associated with overhead line diversion will not be discernible from construction activities from the Proposed Development due to the distance and scale of timber poles in comparison with the Proposed Development.</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>medium</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development will be visible within a small central portion of the view, though seen below existing distant horizons. Proposed link road connection alterations and proposed overbridge crossing will be perceived as an additional element within the view which increase the perception of such built features within the view. New timber poles will hardly be discernible from vertical components of the Proposed Development at this location.</li> </ul>		

**Viewpoint 7 – Local Road, L2444 at Ballindrait**

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

**Significance of Visual Effect during Construction Phase**

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Moderate**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

**Significance of Visual Effect during Operational Phase**

- Due to the view, available overlooking a well vegetated valley, existing trees, low rounded hills and mitigation planting will together provide much screening for the Proposed Development. The proposed view is considered as a neutral effect on the nature / quality of the view.
- **Moderate**, neutral, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-51: Section 3 - Viewpoint 8: Cavanacor House, Tyleford, Lifford****Viewpoint 8 – Cavanacor House, Tyleford, Lifford**

Grid Ref	631432, 900214	Existing View Figure Number	Appendix C18.03 Figure 32a
Direction of View	South	Approx Distance to Proposed Development	520 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located at a gated field entrance adjacent to the local road, L2444, approximately 520 m from the link road proposed as part of the Proposed Development which will link road between Ballindrait and Rossgier. The view is representative of northern views afforded to transient road receptors on the L2444 and residential receptors in the vicinity.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 32a are partially restricted to the east and west by a combination of existing roadside vegetation associated with the L2444 and field boundary vegetation. Central portions of the view become more open and expansive in nature, with elevated land associated with Croghan House Hill forming the elevated horizon at close distance. The spire associated with St Patrick's Church is visible to the left of the view, set against a well vegetated backdrop, whilst scattered residential properties are visible at lower elevations within the central portion and to the right of the view. The telecommunications mast on Croghan House Hill is visible on elevated land within the centre of the view, whilst timber poles carrying overhead lines traverse across view, at close distance, on lower elevated lands.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity as well as</li> </ul>		

## Viewpoint 8 – Cavanacor House, Tyleford, Lifford

visitors to Cavanacor House. The overall value of the view available is judged to be high.

Overall, considering the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- Construction phase activities associated with the formation of embankments and cuttings associated with the Proposed Development will require removal of existing vegetation visible throughout this view, at both mid distance and across more elevated lands associated with southern slopes of Croghan House Hill, which form the elevated horizon. Construction activities for the realignment of overhead cables along with new poles will be visible breaking the skyline throughout the view at regular intervals. The Construction phase activities associated with the Proposed Development will be visible at mid-distance, across the central portion of the view, though generally seen below existing horizons formed by Croghan House Hill (Appendix C18.03, Figure 32b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium**.

- During the operational phase, new features associated with the Proposed Development will be visible across the central portion of the view, at mid-distance with new features associated with the link road, partially obscuring northern views of lower elevated lands within the central portion of the view. The realignment of timber poles and overhead cables will be evident in the view breaking the skyline, although new features in the view they will be more prominent due to their height, lack of vegetation surrounding them and proximity to the viewpoint.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be localised and **medium** as visible elements will be viewed as a moderate change in the key visual characteristics of the existing view.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.
- Moderate to significant**, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Timber poles will remain prominent centrally within the view. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

Table 18-52: Section 3 - Viewpoint 9: Regional Road R264

Viewpoint 9 – Regional Road R264			
Grid Ref	631066, 899527	Existing View Figure Number	Appendix C18.03 Figure 32a
Direction of View	East	Approx Distance to Proposed Development	130 m
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the Regional road, R264, approximately 130 m west of the Proposed Development. The view is considered to be representative of eastern views experienced by residential receptors in the vicinity and views afforded to transient road receptors on the R264.</li> <li>Views from this location, as represented in Appendix C18.03 Figure 33a are partially restricted in nature by a combination of roadside vegetation associated with the R264, visible at close distance and elevated western facing slopes associated with Croghan House Hill immediately adjacent to the R264. Views become more open and expansive in nature to the left of the view, where gaps in roadside vegetation permit views along and across the Deelee River valley and associated lower elevated agricultural lands. Distant horizons within the central portion of the view are formed by elevated lands and rolling hills. Scattered residential properties and farmsteads form minor elements of the view due to screening provided by field boundary hedgerows, scattered hedgerow trees and mixed species woodland planting. Embankments associated with the Deelee River are visible, but difficult to perceive within the overall view available.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>Construction phase activities associated with the formation of embankments, cuttings, Deelee River crossing and link road connections with the R264 proposed as part of the Proposed Development will require the localised removal of existing established roadside and field boundary vegetation visible within this view at close and mid-distance across the central and right portions of the view. Construction phase activities associated with the Proposed Development will be visible at close distance, across the central portion of the view (refer Appendix C18.03 Figure 33b).</li> </ul> <p>The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>very high</b>.</p> <ul style="list-style-type: none"> <li>During the operational phase, new features associated with the Proposed Development will be visible across the central portion of the view, at close distance with new features obscuring views.</li> </ul> <p>The magnitude of visual effect during the operational phase of the Proposed Development is judged to be <b>very high</b> as visible elements will be viewed as a major alteration to the baseline.</p>		

**Viewpoint 9 – Regional Road R264**

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Profound</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	--

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Profound</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	---

**Table 18-53: Section 3 - Viewpoint 10: Gallows Lane, Lifford****Viewpoint 10 – Gallows Lane, Lifford**

<b>Grid Ref</b>	<b>632481, 898721</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 34a</b>
<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>100 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located on Gallows Lane, Lifford approximately 100 m from the Proposed Development. The view is considered to be representative of views experienced by residential properties in the vicinity and transient receptors on Gallows Lane.</li> <li>▪ Views from this location, as represented in Appendix C18.03, Figure 34a are foreshortened and restricted in nature by a combination of rising land within the immediate foreground and existing field boundary hedgerows and roadside vegetation and built form. Existing residential properties, visible to the right of the view dominate. Scattered residential properties are visible on more elevated land to the centre left of the view along a break between residential properties and trees, with roof lines visible above the horizon. A telecommunications mast is also visible to the centre of the view above the horizon and forms a minor, distinct element of the view. Timber poles carrying overhead lines are visible in the view as distinct minor elements with lines perceived as an elevated horizon above existing vegetation cover.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul>		

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

## Viewpoint 10 – Gallows Lane, Lifford

### Magnitude of effect

- Construction phase activities associated with the formation of cuttings, alterations to the local road network and overhead lines will require the removal of roadside vegetation adjacent to Gallows Lane and field boundary hedgerows, perceived beyond intervening vegetation. Construction activities for diversion of overhead cables will be read with construction activities for the overall Proposed Development. Construction phase activities associated with the Proposed Development will be visible at mid-distance across the central portion of the view, partially screened by a combination of intervening vegetation and localised topographical changes (refer Appendix C18.03 Figure 34b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **high**.

- During the operational phase, new features associated with the Proposed Development will be visible in the central portion of the view, though generally perceived below existing distant horizons. Proposed connection alterations with the local road network be perceived as a minor addition to the view, whilst new cuttings will be difficult to observe as they will be below ground level within the view. Construction activities to alter overhead lines will be viewed as part of the Proposed Development.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **high**.

### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- Very significant**, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.

### Significance of Visual Effect during Operational Phase

- The existing view, where the local road comprising a small composition, will alter to an elevated to rise over a bridge with much of the existing vegetation remaining. The nature / quality of the view quality is considered as neutral effect.
- Very significant**, neutral, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.

**Table 18-54: Section 3 - Viewpoint 11: Coneyburrow Estate, Lifford****Viewpoint 11 – Coneyburrow Estate, Lifford**

<b>Grid Ref</b>	<b>632718, 898000</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 35a</b>
<b>Direction of View</b>	<b>West</b>	<b>Approx Distance to Proposed Development</b>	<b>290 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located within the Coneyburrow Estate and is surrounded by residential properties. The viewpoint is located approximately 290 m from the Proposed Development. The view is considered to be representative of glimpsed views experienced by transient receptors on the local road, and residential receptors.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 35a are enclosed in nature, with elevated land to the west at Croghan House Hill forming the distant horizons through a small gap in properties. The immediate foreground of the view is comprised of houses, roadway and gardens. Overhead electricity lines are prominent in the foreground and are visible above existing horizons.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to recreational receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>▪ Construction phase activities associated with the formation of embankments and localised alterations to topography associated with the Proposed Development will require the removal of field boundary hedgerows and instances of mature trees across the mid-distance portion of the view. Construction phase activities associated with the Proposed Development will be visible at mid-distance across the central portion of the view, (refer Appendix C18.03 Figure 35b). The magnitude of visual effect during the construction phase of the Proposed Development is judged to be <b>medium</b>.</li> <li>▪ During the operational phase, new features associated with the Proposed Development will be visible across the central portion of the view, though generally viewed below existing distant horizons. Proposed alterations to topography will be viewed as a distinct, new feature within the view albeit for a limited view. The magnitude of visual effect during the operational phase of the Proposed Development is judged to be <b>medium</b>.</li> </ul>		
<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Significant</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>		

## Viewpoint 11 – Coneyburrow Estate, Lifford

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of mitigation screen woodland planting will enhance the existing woodland within the view. It is considered to have a positive effect on the nature / quality of the view.</li> <li>▪ <b>Significant</b>, beneficial, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	---

Table 18-55: Section 3 - Viewpoint 12: Glenfinn Park/Urney Road, Strabane

## Viewpoint 12 – Glenfinn Park/Urney Road, Strabane

<b>Grid Ref</b>	<b>632896, 897062</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 36a</b>
<b>Direction of View</b>	<b>Northwest</b>	<b>Approx Distance to Proposed Development</b>	<b>230 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located roadway at Glenfinn Park adjacent to the Urney Road, approximately 230 m southeast of the Proposed Development. The view is considered to be representative of views experienced by residential receptors in the vicinity and oblique, glimpsed views afforded to transient road receptors on the Urney Road.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 36a are generally open and expansive in nature, with elevated land associated with Croghan House Hill forming the horizon at distance and creating a sense of enclosure to the River Finn valley. The immediate foreground of the view is comprised of rough pastoral agricultural land. Visible elevated slopes associated with Croghan House Hill are also pastoral agricultural in usage, with field boundaries well defined by hedgerows with scattered mature trees and small copses of mixed species woodland planting adding visual interest. The River Finn is not discernible within the view, though vegetation associated with the river corridor is visible at mid-distance across the central portion of the view at low elevation.. Residential properties adjacent to the N15 are visible within the right side of the view at mid-distance and add further visual interest within the overall view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>▪ Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.</li> <li>▪ The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.</li> </ul> <p>Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be <b>high</b>.</p>		
<b>Magnitude of effect</b>	<ul style="list-style-type: none"> <li>▪ Construction phase activities associated with the formation of cuttings, new junction arrangements with the N15 and linking roads proposed as part of the Proposed Development will require the localised removal of field boundary vegetation visible on higher and mid elevation slopes associated with Croghan House Hill. Construction phase activities associated with the Proposed Development will be visible at distance on upper slopes of Croghan House Hill,</li> </ul>		

**Viewpoint 12 – Glenfinn Park/Urney Road, Strabane**

within a small portion of the overall view, though will generally be seen below existing horizon lines. Construction phase operations associated with the new N15 junction will be visible at lower elevation, partially screened by intervening vegetation associated with the River Finn (refer Appendix C18.03, Figure 36b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium**.

- During the operational phase, new features associated with the Proposed Development will be visible within a small central portion of the view, extending up elevated slopes of Croghan House Hill to the right of the view with the Proposed Development viewed as a new, distinct feature within the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **medium**.

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>▪ The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Significant</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	---

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>▪ The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.</li> <li>▪ <b>Significant</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	--

**Table 18-56: Section 3 - Viewpoint 13: Carrick Avenue and Urney Road Junction**

<b>Viewpoint 13 – Carrick Avenue and Urney Road Junction</b>			
<b>Grid Ref</b>	<b>632641, 896821</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 37a</b>
<b>Direction of View</b>	<b>North</b>	<b>Approx Distance to Proposed Development</b>	<b>220 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>▪ This viewpoint is located at the junction between Urney Road and Carrick Avenue, approximately 220 m south of the Proposed Development. Views from this location are considered to be representative of oblique views afforded to transient receptors on the Urney Road and northern views afforded to partially screen residential receptors in the vicinity.</li> <li>▪ Views from this location, as represented in Appendix C18.03 Figure 37a are partially restricted in nature by roadside vegetation associated with the Urney Road, visible at close proximity to the right of the view. Where gaps in existing roadside vegetation permit more open views, elevated land associated with Croghan House Hill forms the horizon and a sense of enclosure to the River Finn valley to the left of the view. The immediate foreground of the view is comprised</li> </ul>		

## Viewpoint 13 – Carrick Avenue and Urney Road Junction

of rough pastoral agricultural land falling towards the River Finn, which is partially visible as a distinct element across the central portion of the view. Visible elevated slopes associated with Croghan House Hill are mixed arable and pastoral agricultural usage, with field boundaries well defined by hedgerows with scattered mature trees and small copses of mixed species woodland planting adding visual interest. The communications mast on Croghan House Hill is visible above the horizon and forms a minor point of visual interest. Timber poles carrying overhead lines are visible at mid distance across the view, adjacent to Urney Road, with overhead lines forming a perceived, elevated horizon. Clusters of residential properties adjacent to the N15 are visible at mid distance on lower slopes of Croghan House Hill and form a distinct visual draw within the view.

### Significance and Sensitivity of Visual Resource

- Residential receptors at this location are judged to be of a high susceptibility to change in their views. Transient road receptors are judged to be of a medium susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

### Magnitude of effect

- Construction phase activities associated with the formation of cuttings, new junction arrangements with the N15, overbridge, roundabout and linking roads proposed as part of the Proposed Development will require the localised removal of field boundary vegetation visible on lower slopes associated with Croghan House Hill. Construction activities concerned with the new roundabout will dominate the foreground of the view. Further construction phase activities associated with the Proposed Development will be visible at distance on mid elevation slopes of Croghan House Hill, within a small portion of the overall view, though will generally be seen below existing horizon lines. Construction phase operations associated with the new N15 junction will be visible at lower elevation, within a small central portion of the overall available view adjacent to the River Finn (refer Appendix C18.03 Figure 37b). Construction activities concerned with the realignment of overhead cables and new timber poles will not be discernible from the main construction activities for the Proposed Development.

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **high** from this view point.

- During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, extending up elevated slopes of Croghan House Hill with the Proposed Development viewed as a new, distinct feature within the view. New timber poles and overhead lines located partially aside the main carriageway will be viewed as integral parts of the Proposed development and consistent with vertical lighting columns throughout the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **high** making a notable change in the visual characteristics of this view.

**Viewpoint 13 – Carrick Avenue and Urney Road Junction**

<b>Significance of Visual Effect during Construction Phase</b>	<ul style="list-style-type: none"> <li>The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.</li> <li><b>Very significant</b>, adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration, alterations made to the existing topography will remain as the Proposed Development becomes operational.</li> </ul>
--	--

<b>Significance of Visual Effect during Operational Phase</b>	<ul style="list-style-type: none"> <li>The Proposed Development will alter the view with new elements out of character that will not be screened by mitigation planting. It is considered to have a negative effect on the nature / quality of the view.</li> <li><b>Very significant</b>, adverse, assessed as significant visual effects are predicted to occur during the operational phase of the Proposed Development as at the time of scheme opening proposed areas of planting will not be fully established. Operational Phase effects will occur long-term, gradually decreasing as the Proposed Development becomes an established feature within the overall view.</li> </ul>
---	---

It should be noted that VP14 Croghan House Driveway in Appendix C 18.03, Figures 38a-c have been assessed in Table 18-11 and Table 18-17.

**Table 18-57: Section 3 - Viewpoint 15: Castletown House Garden****Viewpoint 15: Castletown House Garden**

<b>Grid Ref</b>	<b>633020, 897250</b>	<b>Existing View Figure Number</b>	<b>Appendix C18.03 Figure 39b</b>
<b>Direction of View</b>	<b>Northwest</b>	<b>Approx Distance to Proposed Development</b>	<b>495 m</b>
<b>Description of existing view and potential receptors</b>	<ul style="list-style-type: none"> <li>This viewpoint is located on the north-westerly side of Castletown House, a grade B1 listed building on the Historic Environment of Northern Ireland records, approximately 495m south east of the Proposed Development, as represented in Appendix C18.03 Figure 39a. The gardens surrounding the property are not acknowledged to have historical importance. The immediate view towards the northwest looks over a lawn with pollarded trees lining the edge of the River Finn through which views of the landscape beyond and electrical wires cut through the immediate view, timber poles just outside of the framed views. The north side of the river is a low lying field rising to further fields bound by strong hedgerows and some mature trees that partially screen the cluster of buildings on the existing N15. Visible elevated slopes associated with Croghan House Hill are mixed arable and pastoral agricultural usage, with field boundaries well defined by hedgerows with scattered mature trees and small copses of mixed species woodland planting adding visual interest. The communications mast on Croghan House Hill is visible above the horizon and forms a minor point of visual interest. Clusters of residential properties adjacent to the N15 are visible at mid distance on lower slopes of Croghan House Hill and form a distinct visual draw within the view.</li> </ul>		
<b>Significance and Sensitivity of Visual Resource</b>	<ul style="list-style-type: none"> <li>The house and gardens are not open to the public therefore this viewpoint is not representative of one freely accessible to members of the public, however it has been requested by Donegal County Council to be included. It is representative of residents in Casitetown House as well as views from rear elevations on Urney Road.</li> </ul>		

### Viewpoint 15: Castletown House Garden

- Residential receptors at this location are judged to be of a high susceptibility to change in their views.
- The viewpoint does not represent a recognised stopping place, however the views experienced are available to residential receptors in the vicinity, and the overall value of the view available is judged to be high.

Overall, taking into account the receptor susceptibility and the value of the view the significance and sensitivity is judged to be **high**.

#### Magnitude of effect

- Construction phase activities associated with the formation of cuttings and new junction arrangements with the N15 and linking roads proposed as part of the Proposed Development will require the localised removal of field boundary vegetation visible on lower slopes associated with Croghan House Hill. Further construction phase activities associated with the Proposed Development will be available over a restricted area on mid elevation slopes of Croghan House Hill, within a small portion of the overall view, though will generally be seen below existing horizon lines (refer Appendix C18.03 Figure 39b).

The magnitude of visual effect during the construction phase of the Proposed Development is judged to be **medium** from this view point.

- During the operational phase, new features associated with the Proposed Development will be visible within the central portion of the view, extending up elevated slopes of Croghan House Hill with the Proposed Development viewed as another hedgerow within the view.

The magnitude of visual effect during the operational phase of the Proposed Development is judged to be **low**.

#### Significance of Visual Effect during Construction Phase

- The introduction of construction activity along with site clearance is considered to have a negative effect on the nature / quality of the view.
- **Significant** adverse, short-term duration, assessed as significant visual effects are predicted to occur during the construction phase of the Proposed Development. Although construction effects will be of a short-term duration.

#### Significance of Visual Effect during Operational Phase

- The Proposed Development will barely be noticeable on the amenity of the view from this viewpoint as the Proposed development, at opening year with the Proposed Development being readily absorbed into the existing view as an arable field. Once mitigation planting establishes the Proposed Development will be viewed as more vegetated field boundaries from this visual receptor.
- **Slight**, beneficial, assessed as not significant visual effects are predicted to occur during the operational phase of the Proposed Development. Proposed Development become readily absorbed into the view.

It should be noted that VP16 Cavanacor House Front in Appendix C18.03, Figures 40a-b, has been assessed in section Table 18-10 and Table 18-16.

**Predicted Visual Impact (Do Something) Summary of All Three Sections**

A summary of the predicted visual impacts associated with the construction and operational phases for each of the sections of the Proposed Development, assessed previously are provided in Table 18-58.

**Table 18-58: Summary of Predicted Visual Impacts**

No.	Viewpoint Name	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
<b>Section 1</b>			
1	<b>N13 / L6674 Junction</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Moderate, beneficial, assessed as significant visual effects
2	<b>N13/ L66741 Junction</b>	Moderate, adverse, short-term duration, assessed as not significant visual effects	Slight, beneficial, assessed as not significant visual effects
3	<b>Local Road at Dunwiley</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
4	<b>Dunwiley Ring Fort</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
5	<b>Letterkenny Road</b>	Slight, adverse short-term duration, assessed as not significant visual effects	Slight, adverse, assessed as not significant visual effects
6	<b>Local Road</b>	Imperceptible, neutral, assessed as not significant visual effects	Imperceptible, neutral, assessed as not significant visual effects
7	<b>N15</b>	Moderate, adverse, short-term duration, assessed as significant visual effects	Slight, adverse, assessed as not significant visual effects
8	<b>Drumboe Cottages</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Profound, adverse, assessed as significant visual effects
9	<b>R252, Glenfin Road</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
10	<b>R252, Glenfin Road</b>	Not significant, adverse, short-term duration, assessed as not significant visual effects	Not significant, neutral, assessed as not significant visual effects
11	<b>L2794 at Cappry</b>	Moderate, neutral, short-term duration, assessed as not significant visual effects	Slight, beneficial, assessed as not significant visual effects
12	<b>N15 / L2794 Junction</b>	Not significant, neutral, assessed as not significant visual effects	Not significant, neutral, assessed as not significant visual effects

No.	Viewpoint Name	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
<b>Section 2</b>			
1	<b>Ballyraine Park, Letterkenny</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
2	<b>Thorne Road, Letterkenny</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
3	<b>Letterkenny Rugby and GAA Club</b>	Imperceptible, neutral, assessed as not significant visual effects	Imperceptible, neutral, assessed as not significant visual effects
4	<b>Local Road L1154, Trimragh</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
5	<b>Local access road, Dromore</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Profound, adverse, assessed as significant visual effects
6	<b>Local access road southeast of L1114</b>	Imperceptible, neutral, assessed as not significant visual effects	Imperceptible, neutral, assessed as not significant visual effects
7	<b>Local Road, L5784</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Profound, adverse, assessed as significant visual effects
8	<b>Local Road L1094</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Slight, neutral, assessed as not significant visual effects
9	<b>Local Road, L5794</b>	Moderate, adverse, short-term duration, assessed as significant visual effects	Moderate, adverse, assessed as significant visual effects
10	<b>Local Road L1154</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
11	<b>Local Road, north of N13</b>	Imperceptible, neutral, assessed as not significant visual effects	Imperceptible, neutral, assessed as not significant visual effects
12	<b>Local Road, South of N13</b>	Moderate, adverse, short-term duration, assessed as significant	Moderate, neutral, assessed as significant visual effects
<b>Section 3</b>			
1	<b>Local Road, L1294</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
2	<b>Local access Road at Woodhill</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, neutral, assessed as significant visual effects
3	<b>Local Access Road (L5524)</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Moderate, adverse, assessed as significant visual effects

No.	Viewpoint Name	Predicted Construction Phase impacts	Predicted Operational Impacts (without mitigation)
4a	<b>N14 / R236 Junction</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Profound, adverse, assessed as significant visual effects
4b	<b>N14 / R236 Junction</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
5	<b>Local Road (L2374)</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
6	<b>Local Road L2424</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Moderate to significant, beneficial, assessed as significant visual effects
7	<b>Local Road, L2444 at Ballindrait</b>	Moderate, adverse, short-term duration, assessed as significant visual effects	Moderate, neutral, assessed as significant visual effects
8	<b>Cavanacor House, Tyleford, Lifford</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Moderate to significant, adverse, assessed as significant visual effects
9	<b>Regional Road R264</b>	Profound, adverse, short-term duration, assessed as significant visual effects	Profound, adverse, assessed as significant visual effects
10	<b>Gallows Lane, Lifford</b>	Very significant adverse, short-term duration, assessed as significant visual effects	Very significant, neutral, assessed as significant visual effects
11	<b>Coneyburrow Estate, Lifford</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, beneficial, assessed as significant visual effects
12	<b>Glenfinn Park/Urney Road, Strabane</b>	Significant, adverse, short-term duration, assessed as significant visual effects	Significant, adverse, assessed as significant visual effects
13	<b>Carrick Avenue and Urney Road Junction</b>	Very significant, adverse, short-term duration, assessed as significant visual effects	Very significant, adverse, assessed as significant visual effects
15	<b>Castletown House Garden</b>	Significant adverse, short-term duration, assessed as significant visual effects.	Slight, beneficial, assessed as not significant visual effects.

## Residential Visual Amenity Assessment (RVAA)

As part of the of visual effects assessment associated with the Proposed Development, an assessment of the predicted visual impacts on residents of residential properties that occur within the study area associated with the Proposed Development has also been undertaken. TII's PE-ENV-01102 states RVAA must follow the Landscape Institute's RVAA Technical Note 2/19, which in turn quotes GLVIA 3, as follows:

*“Effects of development on private property are frequently dealt with mainly through ‘residential amenity assessments’. These are separate from LVIA although visual effects assessment may sometimes be carried out as part of a residential amenity assessment, in which case this will supplement and form part of the normal LVIA for a project. Some of the principles set out here for dealing with visual effects may help in such assessments but there are specific requirements in residential amenity assessment.”*

Within this section of the LVIA, for each of the identified residential properties or groups of properties (refer EIAR Drawing 18.13, EIAR Drawing 18.14 and EIAR Drawing 18.15), an assessment of the likely visual effects has been undertaken by evaluating and assessing the predicted changes in the visual resource as a result of the Proposed Development. This assessment of impacts on residential properties follows the methodology described previously in Section 18.3 of this LVIA.

### 18.6.5.2 Section 1 – Residential Visual Impact assessment

Of the 174 individual properties and clusters of properties identified and assessed as part of this assessment (refer EIAR Drawing 18.13) 25 properties are predicted to experience moderate to significant effects and 35 properties are predicted to experience very significant to profound effects as a result of the Proposed Development, all of which have been assessed as being significant. All of the 60 identified properties lie within close proximity to the Proposed Development or are directly impacted upon by elements of the proposed route.

Views from properties beyond 500 m are restricted due to the nature of the surrounding undulating topography combined with existing vegetation and no significant impacts are predicted to occur on these properties due to the low visibility of the Proposed Development in available views. Table 18-59 summarises the numbers of residential properties and clusters of residential properties that will experience visual impacts as a result of the Proposed Development (without mitigation).

**Table 18-59: Summary of Predicted Residential Effects – Section 1 (Without Mitigation)**

Viewer Sensitivity	Magnitude of Impact	Significance of Effect (Pre -Number of Properties Establishment)	Number of Properties
High	Very Low / Negligible	Imperceptible to Not significant	60
High	Low	Not significant to Slight	27
High	Medium	Slight to Moderate	22
High	High	Moderate to Significant	25
High	Very high	Very Significant to Profound	35

### 18.6.5.3 Section 2 – Residential Visual Impact assessment

Of the 114 individual properties and clusters of properties identified and assessed as part of this assessment (refer EIAR Drawing 18.14) Nine properties are predicted to experience moderate to significant effects and 16 properties are predicted to experience very significant to profound effects as a result of the Proposed Development, which have been assessed as being significant. All of the 25 identified properties lie within close proximity to the Proposed Development or are directly impacted upon by elements of the proposed route.

Views from properties beyond 500 m are restricted due to the nature of the surrounding undulating topography combined with existing vegetation and no significant impacts are predicted to occur on these properties due to the low visibility of the Proposed Development in available views. The following Table 18-60 summaries the numbers of residential properties and clusters of residential properties that will experience visual impacts as a result of the Proposed Development (without mitigation).

**Table 18-60: Summary of Predicted Residential Effects – Section 2 (Without Mitigation)**

Viewer Sensitivity	Magnitude of Impact	Significance of Effect (Pre- Establishment)	Number of Properties
High	Very Low / Negligible	Imperceptible to Not significant	30
High	Low	Not significant to Slight	26
High	Medium	Slight to Moderate	15
High	High	Moderate to Significant	9
High	Very high	Very Significant to Profound	16

### 18.6.5.4 Section 3 – Residential Visual Impact assessment

Of the 184 individual properties and clusters of properties identified and assessed as part of this assessment (refer EIAR Drawing 18.15) 23 properties are predicted to experience moderate to significant effects and 15 properties are predicted to experience very significant to profound effects as a result of the Proposed Development, which have been assessed as being significant. All of the 38 identified properties lie within close proximity to the Proposed Development or are directly impacted upon by elements of the proposed route

Views from properties beyond 500 m are restricted due to the nature of the surrounding undulating topography combined with existing vegetation and no significant impacts are predicted to occur on these properties due to the low visibility of the Proposed Development in available views. The following Table 18-61 summaries the numbers of residential properties and clusters of residential properties that will experience visual impacts as a result of the Proposed Development (without mitigation).

**Table 18-61: Summary of Predicted Residential Effects – Section 3 (without mitigation)**

Viewer Sensitivity	Magnitude of Impact	Significance of Effect (Pre-Establishment)	Number of Properties
High	Very Low / Negligible	Imperceptible to Not significant	31
High	Low	Not significant to Slight	49
High	Medium	Slight to Moderate	32
High	High	Moderate to Significant	23
High	Very high	Very Significant to Profound	15

## 18.6.6 Transboundary Effects

Parts of Northern Ireland (NI) have been included within the study area for the LVIA at Section 3 at Strabane. There is a limited influence of the Proposed Development within NI at eastern extents of Section 3 and particularly at the bridging tie-in point on the southern banks of the River Finn. Overall, it is considered that the transboundary effect of the Proposed Development is of low magnitude and a slight and not significant effect on the Landscape and Visual resource in NI.

## 18.7 Mitigation Measures

### 18.7.1 Construction Phase Mitigation Measures

#### 18.7.1.1 All Sections

Site compounds will be located to minimise landscape and visual impacts experienced and will avoid the excessive removal of existing vegetation. Where vegetation is to be removed for temporary construction works, site compounds or storage, it will be replaced with similar species following completion.

Mitigation measures have also the potential to reduce any potential construction night-time impacts including:

- Use of directional down light style cut-off luminaires to prevent up lighting and reduce glare and sky glow.

- Use of lighting control systems to reduce amount of light spill, sky glow, and visual appearance during the construction phase where works take place in proximity to properties.

## 18.7.2 Operational Phase Mitigation Measures

### 18.7.2.1 All Sections

Mitigation measures have been developed with regards to reducing significant visual impacts arising because of the Proposed Development. It is acknowledged that figures accompanying the Biodiversity Management Plan (refer Appendix C4.03) illustrate further mitigation measures, though such measures above and beyond that indicated on the following drawings have been developed in relation to ensuring that the Proposed Development does not result in Biodiversity Net Loss.

Mitigation measures, woodland planting areas, developed in combination with potential areas of seeding and other planting typologies such as hedgerows have been included on the following drawings. The areas of woodland planting and hedgerows have then been encapsulated and further enhanced in the figures that accompany the Biodiversity Management Plan. Woodland planting areas developed in order to mitigate potential visual impact arising because of the Proposed Development are indicated on the following drawings:

- EIAR Drawing 18.16 – Landscape Mitigation – Section 1;
- EIAR Drawing 18.17 – Landscape Mitigation – Section 2; and
- EIAR Drawing 18.18 – Landscape Mitigation – Section 3.

### Aims and Objectives

The overall aims of the landscape mitigation shall be:

- To provide mitigation measures that help to avoid, reduce or remedy any significant landscape and visual impacts arising from any elements within the Proposed Development.
- To ensure the physical and visual integration of the Proposed Development and associated features into the surrounding landscape.
- To provide screening to avoid, reduce or remedy visual intrusion at residential properties to address any negative aspects regarding the visual impact of the Proposed Development.
- To provide replacement planting for visually significant woodland and hedgerows lost due to the Proposed Development.
- The general objective for the landscape mitigation is that it shall be in keeping with the existing landscape character. Therefore, small copses of woodland using plant species present in the local landscape will be beneficial and positively enhance the landscape. In instances where small corners of fields are disrupted it is proposed to plant them with hedgerows and provide small, wooded clumps to break up the visible mass of the road where appropriate. Plant mixes of native trees and shrubs and wild meadow grass mix will be planted where appropriate.
- In line with the National Road's Authority (NRA) *Guide to Landscape Treatments of National Road Schemes in Ireland* it is a core objective of the landscape mitigation to use native plants and seed from indigenous sources. The implementation of the landscape mitigation measures must be in accordance with the NRA *Guide to Landscape Treatments*.

The biodiversity chapter of the EIAR proposes additional ecological mitigation measures for the Proposed Development that have been considered as part of the LVIA and include the proposed landscape mitigation measures set out in this chapter.

### Tree, Hedge and Shrub Planting

All trees, shrubs, transplants/whips, hedging material and ground cover planting indicated on the landscape mitigation figures listed previously, shall conform fully to the specification, prepared by the landscape consultant, in respect of species, size and quality. All plants shall be well grown, sturdy and bushy according to type and free from all diseases and defects. Newly planted areas of woodland and

scrub shall be established usually using native species of local provenance. Species mixes will be chosen to reflect the range of woodland types specified, albeit recognising the restrictions on planting of particular species due to current prevailing diseases. The plants shall be available for inspection prior to planting works. Any plant material that does not conform to the specification will be automatically rejected and must be removed from site. All trees, shrubs and other plant material shall comply with the standards set out in National Plant Specification (NPS) prepared by the Committee on Plant Supply and Establishment and published with the backing of the Joint Council of Landscape Industries (JCLI, 1989).

### Defective Plant Material

The establishment maintenance regime will overlap with a defect's liability period during which all trees and transplants shall be guaranteed for a period against death, deformation, dieback, or disease other than that caused by malicious damage by the contractor. During this period, defective plant material will be replaced with material of the same size, specification and species as that originally planted.

### Plant Mixes

Essentially road verge or bank planting will consist of 'bare root transplants', 'whips' and 'feathered trees' which, due to their smaller stock size at time of planting, will adapt more easily to the disturbed ground and exposed site conditions. All plants are to be positioned in the locations and in the required numbers and centres indicated on the agreed planting plans. Refer to EIAR Drawing 18.16, EIAR Drawing 18.17 and EIAR Drawing 18.18 for the proposed extent of Screen Woodland, Broadleaved Woodland and Hedge planting.

Landscape mitigation planting of road verges and slopes and as compensation for loss of existing screening and loss of woodland, individual trees and hedgerows along the Proposed Development will exclusively use Irish native species that reflect the existing vegetation of the area. Core species will include Hybrid Oak, Scots Pine, Hawthorn, Hazel, Holly, Blackthorn, Goat Willow, Alder, Rowan and Birch. Additional species at certain locations will include Blackthorn, Broom, Elder, and Grey Willow.

Screening Woodland Mix areas will be planted as whips and feathered transplants at a standard size of 60-90 cm or 90-120 cm augmented by semi-mature individual trees. Species shall be randomly planted in groups. The majority of species used will be quickly maturing species and will have formed dense woodland within ten years. The canopy will reach at least 7 to 10 m, in places where groups of trees are planted. In addition to whip and feathered transplants individual semi-mature trees shall be used to provide screening at Specific Landscape Measures (SLM) locations where limited roadside space is available or where early effect is required as set out Table 18-62 to Table 18-64 and in the drawings in Volume D: Book of Drawings.

Shrub planting shall consist of native species from the core and additional species listed above to provide woodland understorey, woodland edge and scrub areas. Shrub planting mixes shall complement areas of woodland and be used at locations consistent with the ecological assessment mitigation measures. Hedgerows shall be reinstated at interrupted field boundaries or where new boundaries with fields are created using native hawthorn, blackthorn and holly that shall be the predominant species used. Shrub planting shall also be planted to reduce the visual effect of the appearance of noise barriers.

New grass verges will be implemented using either brush harvested seed source or hay strewing methods preferably.

Areas away from designated sight lines and within the wider grassed verge area where mowing regimes are not required to be of a regular nature will be seeded with Dry Grassland Meadow seed mixture, which shall be comprised of locally appropriate, native species.

Grass and wildflower mixes using seed from Irish native sources shall be employed to provide quality areas of low maintenance, rapid establishment, and visual appearance. All such areas shall be managed and maintained in accordance with the Biodiversity Management Plan (BMP).

The construction Contractor will adhere to the following guidance, where applicable;

- *Guidelines on the Implementation of Landscape Treatment on National Road Schemes in Ireland* (TII, July 2012);
- *Design and Delivery of Soft Landscape Treatments in Urban Transport Environments Overarching Technical Document* (TII, May 2024); and
- *Guide for the Implementation of Soft Landscape in Towns and Villages on National Roads* (TII, May 2024).

## Lighting

Mitigation measures have the potential to reduce operational night time impacts including:

- Use of directional down light style cut-off luminaires to prevent up lighting and reduce glare and sky glow.
- Use of baffles where streetlights are located in close proximity to properties to reduce light spill on to properties and to reduce glare and sky glow.

Specific Landscape Measures (SLM)

### 18.7.2.2 Section 1

The location and details of where SLM will be implemented are set out in Table 18-62 and illustrated in the drawings in Volume D: Book of Drawings. Where cuttings and embankments are not present the SLM will require a minimum width of 5 m planting, and reference made in the tables to residential receptors affected as shown in the Residential Visual Impact Assessment plans.

**Table 18-62: Specific Landscape Mitigation Measures – Section 1**

Location	Description of SLM
<b>SLM 01:</b> Ch. 1400 – 1600 L-6564 Connector Road Ref: 169	Screening Woodland Mix planting with Specimen Trees
<b>SLM 02:</b> Ch. 500 – 650 L-6564 Connector Road Ch. 300 – 500 N15 Tie-in Ch. 0.00 -150 Mainline section Ref: 161	Screening Woodland Mix planting with Specimen Trees
<b>SLM 03:</b> Ch. 0 – 250 Main Line section Ch. 100 – 250 LX-1002 Link Ref: 160	Screening Woodland Mix planting with Specimen Trees
<b>SLM 04:</b> Ch. 0 – 100 L-6564 Connector Road Ch. 450 – 650 Mainline Ref 151	Screening Woodland Mix planting with Specimen Trees
<b>SLM 05:</b> Ch. 900 – 1050 Mainline section Ch. 50 – 100 Lx-6584 Realignment Ref 145	Screening Woodland Mix planting with Specimen Trees
<b>SLM 06:</b> Ch. 1200 – 1750 Mainline section Ch. 600 – 700 LX-1005 Ballybofey Link Road: Ref: 138 & 139	Screening Woodland Mix planting with Specimen Trees
<b>SLM 07:</b> Ch. 1800 – 2250 Mainline section Ch. 0 – 250 LX – 1004 Link Ref: 137	Screening Woodland Mix planting with Specimen Trees
<b>SLM 08:</b> Ch. 180 – 2050 Mainline section Ref: 94, 95, 96 & 97	Screening Woodland Mix planting with Specimen Trees
<b>SLM 09:</b> Ch. 0 – 150 Ballybofey Link Road Ref: 92	Screening Woodland Mix planting with Specimen Trees

Location	Description of SLM
<b>SLM 10:</b> Ch. 2000 – 2250 Mainline section Ch. 0 -250 LX-1004 Link Ref: 98, 00, 102, 103 & 105	Screening Woodland Mix planting with Specimen Trees
<b>SLM 11:</b> Ch. 1050 – 1550 Link Road 01 Ref: 130	Screening Woodland Mix planting with Specimen Trees
<b>SLM 12:</b> Ch. 1650 – 1900 Link Road 01 Ref: 123	Screening Woodland Mix planting with Specimen Trees
<b>SLM 13:</b> Ch. 2700 – 2950 Mainline section Ref: 104, 107 & 108	Screening Woodland Mix planting with Specimen Trees
<b>SLM 14:</b> Ch. 2700 – 3250 Mainline section Ref: 82, 84 & 85	Screening Woodland Mix planting with Specimen Trees
<b>SLM 15:</b> Ch. 3750 – 4050 Mainline section Ref: 73.1 74 & 75.2	Screening Woodland Mix planting with Specimen Trees
<b>SLM 16:</b> Ch. 4150 – 4450 Mainline section Ref: 71.1 & 72.1	Screening Woodland Mix planting with Specimen Trees
<b>SLM 17:</b> Ch. 4450 – 4600 Mainline section Ch.400 – 550 L-2774 Realignment Ref: 67	Screening Woodland Mix planting with Specimen Trees
<b>SLM 18:</b> Ch. 4600 – 4800 Mainline section Ch.600 - 850 L-2774 Realignment Ref: 68 & 70	Screening Woodland Mix planting with Specimen Trees
<b>SLM 19:</b> Ch. 4650 – 5700 Mainline section Ref: 59, 53 & 54	Screening Woodland Mix planting with Specimen Trees
<b>SLM 20:</b> Ch. 5100 – 5700 Mainline section Ref: 55 & 56	Screening Woodland Mix planting with Specimen Trees
<b>SLM 21:</b> Ch. 5700 – 6200 Mainline section Ref: 49	Screening Woodland Mix planting with Specimen Trees
<b>SLM 22:</b> Ch. 6350 – 6850 Mainline section Ref: 26	Screening Woodland Mix planting with Specimen Trees
<b>SLM 23:</b> Ch. 6550 – 7050 Mainline section: Ref: 27 & 28	Screening Woodland Mix planting with Specimen Trees
<b>SLM 24:</b> Ch. 6900 – 7050 Mainline section  CH. 150 – 300 LX-1010 Tie In Ref: 23	Screening Woodland Mix planting with Specimen Trees
<b>SLM 25:</b> Ch. 500 – 1200 Link Road 01 Ref: 32 & 33	Screening Woodland Mix planting with Specimen Trees
<b>SLM 26:</b> Ch. 700 – 1000 Link Road 01 Ref: 46	Screening Woodland Mix planting with Specimen Trees
<b>SLM 27:</b> Ch. 1450 – 2100 Link Road 01 Ch. 50 – 250 L-2714 Realignment Ref: 44	Screening Woodland Mix planting with Specimen Trees
<b>SLM 28:</b> Ch.2850 – 3050 Link Road 01 Ch. 200 – 300 LX- 1006 Tie In Ref: 39	Screening Woodland Mix planting with Specimen Trees
<b>SLM 29:</b> Ch.7500 – 8000 Mainline section Ref: 14 & 15	Screening Woodland Mix planting with Specimen Trees
<b>SLM 30:</b> Ch. 7500 – 7850 Mainline section Ref: 16	Screening Woodland Mix planting with Specimen Trees
<b>SLM 31:</b> Ch. 8300 – 8500 Mainline section Ch. 0 – 450 L-6674 Realignment Ref: 9 & 13	Screening Woodland Mix planting with Specimen Trees

Location	Description of SLM
<b>SLM 32:</b> Ch. 0 – 400 LX-1011 Connector Road Ref: 7 & 8	Screening Woodland Mix planting with Specimen Trees

### 18.7.2.3 Section 2

The location and details of where SLM will be implemented are set out in Table 18-63 and illustrated in the drawings in Volume D: Book of Drawings, where cuttings and embankments are not present the SLM will require a minimum width of 5 m planting, and reference made in the tables to residential receptors affected as shown in the Residential Visual Impact Assessment plans.

**Table 18-63: Specific Landscape Mitigation Measures – Section 2**

Location	Description of SLM
<b>SLM 01:</b> Ch. 1250 – 1700 L-5494 Connector Road Ref: 24, 25 & 26	Screening Woodland Mix planting with Specimen Trees
<b>SLM 02:</b> Ch. 0 – 200 LX 5824 Tie In Ch. 0 – 200 LX 2012 Link North Ch. 0 – 200 LX 2012 Link South Ref: 36, 38 & 44	Screening Woodland Mix planting with Specimen Trees
<b>SLM 03:</b> Ch. 0 – 250 Mainline section 2.2 Ref: 73 & 74	Screening Woodland Mix planting with Specimen Trees
<b>SLM 04:</b> Ch. 0 – 250 Mainline section 2.2 Ref: 47	Screening Woodland Mix planting with Specimen Trees
<b>SLM 05:</b> Ch. 950 – 1350 River Swilly Link Ref: 62 & 63	Screening Woodland Mix planting with Specimen Trees
<b>SLM 06:</b> Ch. 650 – 1350 River Swilly Link Ref: 50 & 51	Screening Woodland Mix planting with Specimen Trees
<b>SLM 07:</b> Ch. 250 – 600 LX-2006 Dry Arch Link Ref: 69	Screening Woodland Mix planting with Specimen Trees
<b>SLM 08:</b> Ch. 250 – 600 LX-2006 Dry Arch Link Ch 250 – 500 NX-2000 Link Ref: 64	Screening Woodland Mix planting with Specimen Trees
<b>SLM 09:</b> Ch. 250 – 500 NX-2000 Link Ref: 47	Screening Woodland Mix planting with Specimen Trees
<b>SLM 10:</b> Ch. 1450 – 1800 Mainline section 2.1 Ch. 400 – 750 L5784 Realignment Ref: 79	Screening Woodland Mix planting with Specimen Trees
<b>SLM 11:</b> Ch. 1400 – 1750 Mainline section 2.1 Ref: 80	Screening Woodland Mix planting with Specimen Trees
<b>SLM 12:</b> Ch. 1000 – 1250 Mainline section 2.1 Ref: 83	Screening Woodland Mix planting with Specimen Trees
<b>SLM 13:</b> Ch. 400 – 800 Mainline section 2.1 Ref: 88	Screening Woodland Mix planting with Specimen Trees
<b>SLM 14:</b> Ch. 50 – 300 Road west of N13 southern junction Ref: 93	Screening Woodland Mix planting with Specimen Trees

### 18.7.2.4 Section 3

The location and details of where SLM will be implemented are set out in Table 18-64 and illustrated in the drawings in Volume D: Book of Drawings. Where cuttings and embankments are not present the SLM will require a minimum width of 5 m planting, and reference made in the tables to residential receptors affected as shown in the Residential Visual Impact Assessment plans.

**Table 18-64: Specific Landscape Mitigation Measures – Section 3**

Location	Description of SLM
<b>SLM 01:</b> Ch. 0 – 400 N13 Derry Tie In Ref: side slopes	Screening Woodland Mix planting with Specimen Trees
<b>SLM 02:</b> Ch. 100 – 250 L1294 Manorcunningham local road plus boundary of park & share Ref: 8	Screening Woodland Mix planting with Specimen Trees
<b>SLM 03:</b> Ch. 1900 – 2300 Mainline section Ref: 26	Screening Woodland Mix planting with Specimen Trees
<b>SLM 04:</b> Ch. 2500 – 2900 Mainline section Ref: 31	Screening Woodland Mix planting with Specimen Trees
<b>SLM 05:</b> Ch. 2500 – 2700 Mainline section Ch. 100 – 300 LX 3014 Ref: 24	Screening Woodland Mix planting with Specimen Trees
<b>SLM 06:</b> Ch. 2900 – 3500 Mainline section Ch. 100 -300 L5574 Ref: 32, 33, 34 & 35	Screening Woodland Mix planting with Specimen Trees
<b>SLM 07:</b> Ch. 100 – 250 L5574 Ch. 3500 – 3700 Mainline section Ref: 37	Screening Woodland Mix planting with Specimen Trees
<b>SLM 08:</b> Ch. 4050 – 4450 Mainline section Ref: 45	Screening Woodland Mix planting with Specimen Trees
<b>SLM 09:</b> Ch. 6050 – 7400 Mainline section Ref: 64	Screening Woodland Mix planting with Specimen Trees
<b>SLM 10:</b> Ch. 7050 – 7500 Mainline section Ref: 63	Screening Woodland Mix planting with Specimen Trees
<b>SLM 11:</b> Ch. 7050 – 8200 Mainline section Ch. 100 – 400 R236 LX 3014 Link South Ref: 71	Screening Woodland Mix planting with Specimen Trees
<b>SLM 12:</b> Ch. 9200 – 9800 Mainline section Ref: 80	Screening Woodland Mix planting with Specimen Trees
<b>SLM 13:</b> Ch. 11800 – 12500 Mainline section Ref: 102 & 103	Screening Woodland Mix planting with Specimen Trees
<b>SLM 14:</b> Ch. 13050 – 13200 Mainline section Ref:116	Screening Woodland Mix planting with Specimen Trees
<b>SLM 15:</b> Ch. 13300 – 13450 Mainline section Ref: 114 & 115	Screening Woodland Mix planting with Specimen Trees
<b>SLM 16:</b> Ch. 1400 – 14200 Mainline section Ch. 550 – 800 L2444 Ref: 126	Screening Woodland Mix planting with Specimen Trees
<b>SLM 17:</b> Ch. 0 – 100 Ballindrait Junction Link North Ch 14100 – 14300 Mainline section Ch. 1000 – 1300 L2444 Ballindrait Ref: 124 & 125	Screening Woodland Mix planting with Specimen Trees
<b>SLM 18:</b> Ch. 1300 – 1600 L2444 Ballindrait Ref: 123	Screening Woodland Mix planting with Specimen Trees
<b>SLM 19:</b> Ch. 14450 – 14950 Mainline section Ref: 136 & 137	Screening Woodland Mix planting with Specimen Trees
<b>SLM 20:</b> Ch. 14450 – 14700 Mainline section Ref: 134 & 135	Screening Woodland Mix planting with Specimen Trees
<b>SLM 21:</b> Ch. 16600 – 17300 Mainline section Ref: 162, 170 & 171	Screening Woodland Mix planting with Specimen Trees
<b>SLM 22:</b> Ch. 1700 – 17500 Mainline section Ref: 172	Screening Woodland Mix planting with Specimen Trees

### 18.7.3 Predicted Residual Impacts

This section of the chapter assesses the residual impact on the landscape character and visual receptors after the mitigation has attained ten years of growth. After ten years of growth the proposed planting will help to integrate the Proposed Development into the existing landscape. The proposed mitigation planting will limit the extent of the influence of the Proposed Development on the adjacent Landscape Character Areas with a resultant reduction in landscape impact.

With regards to visual impact on sensitive receptors in general the visual impacts are slightly reduced by the establishment of replacement or new screening woodland mix that will offset views towards the Proposed Development and its infrastructure and traffic on the road from properties.

#### 18.7.3.1 Section 1

The predicted residual visual impacts for all properties in Section 1 are provided in detail in the drawings in Volume D: Book of Drawings and summarised below in Table 18-65.

**Table 18-65: Summary of Predicted Residential Effects – Section 1 (With Mitigation)**

Significance of Effect	Number of Properties (Pre - Establishment)	Number of Properties (Post - Establishment)
Imperceptible to Not significant	60	85
Not significant to Slight	27	22
Slight to Moderate	22	25
Moderate to Significant	25	35
Very significant to Profound	35	0

#### 18.7.3.2 Section 2

The predicted residual visual impacts for all properties in Section 2 are provided in detail in the drawings in Volume D: Book of Drawings and summarised in Table 18-66.

**Table 18-66: Summary of Predicted Residential Effects – Section 2 (With Mitigation)**

Significance of Effect	Number of Properties (Pre-establishment)	Number of Properties (Post establishment)
Imperceptible to Not significant	30	43
Not significant to Slight	26	15
Slight to Moderate	15	9
Moderate to Significant	9	16
Very significant to Profound	16	0

### 18.7.3.3 Section 3

The predicted residual visual impacts for all properties in Section 3 are provided in detail in the drawings in Volume D: Book of Drawings and summarised in Table 18-67.

**Table 18-67: Summary of Predicted Residential Effects – Section 3 (With Mitigation)**

Significance of Effect	Number of Properties (Pre-establishment)	Number of Properties (Post establishment)
Imperceptible to Not significant	31	80
Not significant to Slight	49	32
Slight to Moderate	32	23
Moderate to Significant	23	15
Very significant to Profound	15	0

## 18.8 Monitoring

### 18.8.1.1 All Sections

The updated and amended Directive 2014/52/EU requires that the EIAR contain a description of any proposed monitoring arrangements. Monitoring of implemented specific landscape mitigation measures shall be carried out in accordance with GE-ENV-01102 - A Guide to Landscape Treatments for National Road Schemes in Ireland (TII, 2006), Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring the relevant sections of *Manual Of Contract Documents For Highway Works* (Volume 1 Specification for Highway Works Series 3000 landscape and ecology) and all TII guidance as it relates to soft landscapes to ensure that the proposed mitigation measures become well established and aid the integration of new elements associated with the Proposed Development into the surrounding landscape and mitigate visual effects at residential properties. Table 18-68 summarises the monitoring commitments with regard to landscape for the Proposed Development. The BMP details the management measures required for SLM measures listed in Table 18-61 to Table 18-63.

**Table 18-68: Project Monitoring Commitments**

Environmental effect	Monitoring commitment
Significant landscape and visual effects	Establishment and maintenance of specific landscape mitigation in Table 18-62 through Table 18-64

### 18.8.1.2 Screening Woodland Mix planting with Specimen Trees

Screen woodland planting mix with specimen trees can be expected to take a few years to establish, mature, and become effective. Maintenance of all woodland planting areas will be undertaken by the contractor appointed to implement the scheme for the initial period (5 years) with subsequent management and maintenance operations being undertaken by TII appointed landscape contractors to ensure that woodlands develop in line with the BMP.

The successful establishment of Screen Woodland areas shall be measured by monitoring at the intervals as listed below at a minimum:

- Annually – Screen woodland mix planting and specimen trees within it shall exhibit annual, healthy growth consistent with the species selection and the prevailing site conditions. Inspections for the purpose of replacing plants shall take place annually for the first 5 years after planting to identify dead, diseased and dying stock. These failures will be removed and replanted in the period November to December.

- At year 5 – Screen woodland planting shall partly achieve the required SLM measures. From planting year until Year 5 screen woodland planting areas shall be weed free to ensure no competition during establishment of the screen woodland mix. Specimen trees within the screen woodland mix planting shall be distinctly visible and entering early maturity.
- At Year 15 – Screen woodland planting will have become established to fulfil SLM measures, as listed in Tables 18-60 through Table 18-62, and have grown so as to form an established maturing woodland where the plants shall have knitted together to have formed a closed canopy providing visual screening to receptors identified with significant effects.

Screen woodland mix with specimen trees will be managed to fulfil SLM measures and may, in the early years, be subject to a lighter thinning regime. If after five years of planting it is deemed that planting is fulfilling SLM measures an assessment can be carried out on an annual basis to determine which trees need to be removed to ensure successful fulfilment of SLM measures to Year 15 and beyond.

## 18.9 Interactions and Cumulative Effects

### 18.9.1 Interactions

The assessment of landscape visual effects has potential for interactions with the following environmental topics:

- Biodiversity
- Cultural Heritage
- Material Assets Agriculture
- Material Assets Non-Agriculture
- Noise & Vibration
- Population
- Traffic & Transport.

Interactions are further detailed in Chapter 19: Interactions & Cumulative Effects.

### 18.9.2 Cumulative Effects

The relevant projects and development within 5 km of the Proposed Development for the purposes of the cumulative impact assessment are identified in Chapter 19: Interactions & Cumulative Effects.

When read in conjunction with those projects and developments considered to have potential for a cumulative interaction it is considered that there will be no significant cumulative landscape and visual effects.

#### 18.9.2.1 Predicted Visual Impacts (without the N14/ N15/ A5 Link)

A further scenario for assessment has been requested; the Proposed Development without the N14/N15/ A5 link. This area lies within Section 3 and is represented by Viewpoints 11 Coneyburrow Housing Estate and Viewpoint 12 Glenfinn Park which would be discounted from this assessment.

## 18.10 Summary

This chapter has assessed the potential for landscape and visual effects on receptors including landscape characters and historic gardens and designed landscapes as well as representative viewpoints throughout the study area following TII guidance (PE-ENV-01101 and PE-ENV-01102) with the support other guidance where required, such as of GLVIA3 and the Landscape Institute's Technical Guidance Note 06/19, during both construction and operation phases for the Proposed Development. Table 18-69 to Table 18-71 summarise the predicted significance of effect following establishment of mitigation planting on the landscape or visual resource.

There are no significant residual effects predicted for any landscape characters or historic gardens and designed landscapes.

**Table 18-69: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 1**

Description of impact	Measures adopted as part of the project	Magnitude of impact	Significance & Sensitivity of receptor	Significance of effect	Mitigation measures	Residual effect	Proposed monitoring
<b>Landscape Character</b>							
<b>LCA 14 Finn Valley</b>	N/A	Medium	High	Significant	See Table 18-62	Slight	See section 18.8
<b>Landscape Designations</b>							
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Visual</b>							
<b>Viewpoint 1</b>	N/A	Medium	Medium	Moderate	See Table 18-62	Slight	See section 18.8
<b>Viewpoint 2</b>	N/A	Low	Medium	Slight	See Table 18-62	Not significant	See section 18.8
<b>Viewpoint 3</b>	N/A	High	Medium	Significant	See Table 18-62	Moderate	See section 18.8
<b>Viewpoint 4</b>	N/A	Medium	High	Moderate to Significant	See Table 18-62	Moderate	See section 18.8
<b>Viewpoint 5</b>	N/A	Very low / negligible	High	Slight	See Table 18-62	Not significant	See section 18.8
<b>Viewpoint 6</b>	N/A	Very low / negligible	High	Imperceptible	See Table 18-62	Imperceptible	See section 18.8
<b>Viewpoint 7</b>	N/A	Low	High	Slight	See Table 18-62	Not significant	See section 18.8
<b>Viewpoint 8</b>	N/A	Very high	High	Profound	See Table 18-62	Significant	See section 18.8
<b>Viewpoint 9</b>	N/A	Medium	High	Moderate to Significant	See Table 18-62	Slight	See section 18.8
<b>Viewpoint 10</b>	N/A	Very low / negligible	High	Not significant	See Table 18-62	Not significant	See section 18.8
<b>Viewpoint 11</b>	N/A	Very low / negligible	High	Not significant	See Table 18-62	Not significant	See section 18.8
<b>Viewpoint 12</b>	N/A	Very low / negligible	High	Not significant	See Table 18-62	Imperceptible	See section 18.8

**Table 18-70: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 2**

Description of impact	Measures adopted as part of the project	Magnitude of impact	Sensitivity of receptor	Significance of effect	Mitigation measures	Residual effect	Proposed monitoring
<b>Landscape Character</b>							
<b>LCA 15 - Letterkenny Estuary &amp; Farmland</b>	N/A	Low	Medium	Slight	See Table 18-63	Not significant	See section 18.8
<b>Visual</b>							
<b>Viewpoint 1</b>	N/A	Medium	High	Significant	See Table 18-63	Moderate	See section 18.8
<b>Viewpoint 2</b>	N/A	Medium	High	Significant	See Table 18-63	Significant	See section 18.8
<b>Viewpoint 3</b>	N/A	Very low / negligible	Medium	Imperceptible	See Table 18-63	Imperceptible	See section 18.8
<b>Viewpoint 4</b>	N/A	High	Medium	Significant	See Table 18-63	Moderate	See section 18.8
<b>Viewpoint 5</b>	N/A	Very high	Medium	Profound	See Table 18-63	Moderate	See section 18.8
<b>Viewpoint 6</b>	N/A	Very low / negligible	High	Imperceptible	See Table 18-63	Imperceptible	See section 18.8
<b>Viewpoint 7</b>	N/A	Very high	High	Profound	See Table 18-63	Moderate	See section 18.8
<b>Viewpoint 8</b>	N/A	Low	High	Slight	See Table 18-63	Slight	See section 18.8
<b>Viewpoint 9</b>	N/A	Medium	Medium	Moderate	See Table 18-63	Slight	See section 18.8
<b>Viewpoint 10</b>	N/A	High	Medium	Profound	See Table 18-63	Significant	See section 18.8
<b>Viewpoint 11</b>	N/A	Very low / negligible	High	Imperceptible	See Table 18-63	Imperceptible	See section 18.8
<b>Viewpoint 12</b>	N/A	Medium	Medium	Moderate	See Table 18-63	Slight	See section 18.8

**Table 18-71: Summary of Potential Environment Effects, Mitigation and Monitoring – Section 3**

Description of impact	Measures adopted as part of the project	Magnitude of impact	Sensitivity of receptor	Significance of effect	Mitigation measures	Residual effect	Proposed monitoring
<b>Landscape Character</b>							
<b>LCA 12 - Laggan Valley</b>	N/A	Low	Medium	Slight	See Table 18-64	Not significant	See section 18.8
<b>LCA 13 – Foyle Valley</b>	N/A	Low	High	Slight	See Table 18-64	Not significant	See section 18.8
<b>Landscape Designations</b>							
<b>Cavanacor House HG</b>	N/A	Very low /Negligible	High	Slight	N/A	N/A	N/A
<b>Croghan House HG</b>	N/A	High	High	Very significant	N/A	Moderate	N/A
<b>Visual</b>							
<b>Viewpoint 1</b>	N/A	Medium	High	Moderate to significant	See Table 18-64	Moderate	See section 18.8
<b>Viewpoint 2</b>	N/A	Medium	Medium	Moderate to significant	See Table 18-64	Moderate	See section 18.8
<b>Viewpoint 3</b>	N/A	Medium	Medium	Moderate	See Table 18-64	Slight	See section 18.8
<b>Viewpoint 4a</b>	N/A	Very high	Medium	Profound	See Table 18-64	Significant	See section 18.8
<b>Viewpoint 4b</b>	N/A	High	Medium	Significant	See Table 18-64	Significant	See section 18.8
<b>Viewpoint 5</b>	N/A	High	Medium	Significant	See Table 18-64	Moderate	See section 18.8
<b>Viewpoint 6</b>	N/A	Medium	High	Moderate to significant	See Table 18-64	Slight	See section 18.8
<b>Viewpoint 7</b>	N/A	Medium	Medium	Moderate	See Table 18-64	Slight	See section 18.8
<b>Viewpoint 8</b>	N/A	Medium	High	Moderate to significant	See Table 18-64	Moderate	See section 18.8
<b>Viewpoint 9</b>	N/A	Very high	High	Profound	See Table 18-64	Significant	See section 18.8
<b>Viewpoint 10</b>	N/A	High	High	Very significant	See Table 18-64	Significant	See section 18.8

Description of impact	Measures adopted as part of the project	Magnitude of impact	Sensitivity of receptor	Significance of effect	Mitigation measures	Residual effect	Proposed monitoring
<b>Viewpoint 11</b>	N/A	Medium	High	Moderate to significant	See Table 18-64	Slight	See section 18.8
<b>Viewpoint 12</b>	N/A	Medium	High	Moderate to significant	See Table 18-64	Moderate	See section 18.8
<b>Viewpoint 13</b>	N/A	High	High	Significant to very significant	See Table 18-64	Significant	See section 18.8
<b>Viewpoint 15</b>	N/A	Low	High	Slight	See Table 18-64	N/A	See section 18.8

## 18.11 References

Landscape Character Assessment (LCA) and LVIA for Specified Linear Infrastructure Projects – Overarching Technical Document (Transport Infrastructure Ireland (TII) Publication PE-ENV-01101, December 2020)

LCA and LVIA of Proposed National Roads - Standard (TII Publication PE-ENV-01102, December 2020)

A Guide to Landscape Treatments for National Road Schemes in Ireland (TII Publication GE-ENV-01102, NRA, February 2006)

Guidelines on the Implementation of Landscape Treatment on National Road Schemes in Ireland (TII Publication GE-ENV-01103, July 2012)

Design and Delivery of Soft Landscape Treatments in Urban Transport Environments – Overarching Technical Document (TII Publication GE-ENV-03002, May 2024)

Guide for the Implementation of Soft Landscape in Towns and Villages on National Roads (TII Publication GE-ENV-03001, May 2024)

County Donegal Development Plan 2024-2030, Donegal County Council

National Landscape Strategy for Ireland 2020-2025, Department of Arts, Heritage and the Gaeltacht

Regional Spatial and Economic Strategy 2020-2032, Northern & Western Regional Assembly

County Donegal Development Plan 2018-2024, Landscape Character Assessment.

EPA (2022) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, Environmental Protection Agency.

Guidelines for Landscape and Visual Impact Assessment: Third Edition (2013) Landscape Institute and Institute for Environmental Management and Assessment (referred to as GLVIA 3).

National Inventory of Architectural Heritage Survey.

Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring (2020)

Design Manual for Roads and Bridges LA 107 Landscape and Visual Effects (2020) Manual Of Contract Documents for Highway Works Volume 1- Specification for Highway Works Series 3000 - Landscape and Ecology (2008)

National Plant Specification (Committee on Plant Supply and Establishment, Joint Council of Landscape Industries, 1989)

Technical Guidance Note 06/19 Visual Representation of Development Proposals (The Landscape Institute, 17 September 2019)