Visual impact amendments for Phase 2 Royal Liver. September 2026

The assessment of visual effects likely to be created by the proposed development is determined through the comparison of 'before' and 'after' photomontages – this is therefore, perhaps, a little less subjective than the assessment of effects on landscape character. This too is inevitably influenced to some extent by the standpoint of the viewer (the receptor). A total of 21 photomontages had been prepared in the original planning submission that illustrate the visual effects of the permitted development on the surrounding visual environment. They are all submitted in a separate A3 document with the original permitted application.

In this new planning application for Phase 2, there are amendments to Blocks C & D are reviewed against the original visual assessment. The existing view from each viewpoint is shown together with the permitted development an the proposed development as seen from the same viewpoint.

Because the design life of the proposed development is up to 60 years, the duration of predicted visual effects is assessed as long term, as is the case for predicted landscape character impacts.

The assessment of visual impacts through the use of comparative photomontages serves to identify impacts upon the visual environment. The photomontages are important in illustrating the impact of the proposed scheme from the selected viewpoints. In this instance, they also serve to support and illustrate an aspect of the landscape character impact assessment. As previously outlined it is quite difficult to distil purely visual effects from landscape character effects, therefore the assessment text invariably links landscape character to the visual environment/amenity and vice versa and seeks to explain the effect of one upon the other.

It is important to remember that while photomontages are a useful tool in illustrating comparative visual impact, they are recognised as having their limitations and potential dangers. The guidelines for their use in assessment clearly advocate their use in the context of a site visit to the viewpoint locations and point out that photomontages alone should not be expected to capture or reflect the complexity underlying the visual experience (refer to the GLVIA, 3rd Edition and the Landscape Institute's Advice Note 01/11).

Assessment of views

The verified views are illustrated in the A3 booklet of high quality images by Modelworks provided separately and should be used alongside this report.

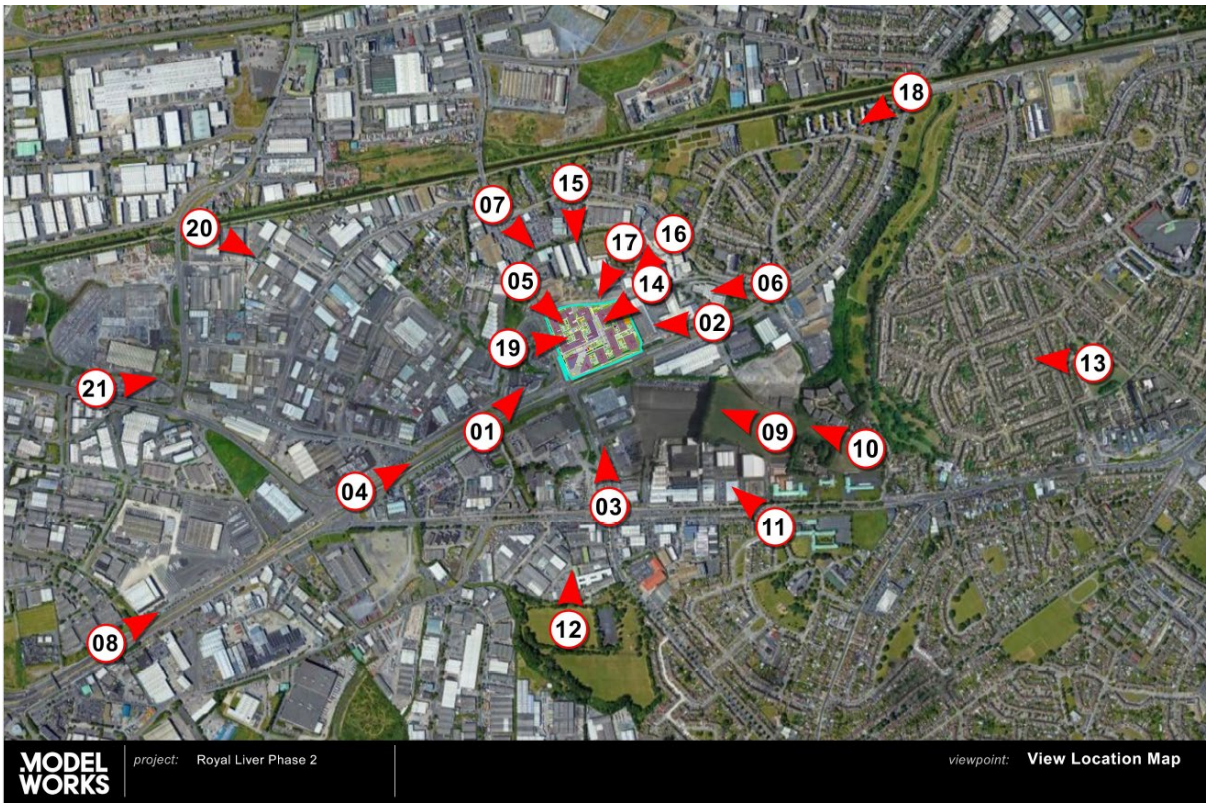


Figure 1 View Location Map (Modelworks)

Photomontages were prepared for 5no of the original 21 locations from a range of viewpoints. For each view, the significance/magnitude and quality/sensitivity of the impact are assessed and summarised as follows:

View 1 – Existing View The view is looking along the Naas Road in a north-easterly direction towards the site. The FBD building sits in the middle of the image as the dominant architectural form with a tower rising to approx. 6 storeys which is being used as a landmark with corporate signage. The Luas line infrastructure of poles cables can be seen as it runs along the Naas Road. The crane of the Naas Rd cottages apartment development can be seen to the left. Trees are also dominant in the image with a mature belt framing the right hand side, and maturing trees emerging from the shrubby planting associated with the Luas line.

View 1 – Permitted View The proposed development occupies the centre of the image beyond the FBD building. The proposed office building creates a distinctive landmark building which changes the perceived scale of the environs, and fits well at this distance into the wide Naas Road corridor. The modulation of the building, with its light coloured grid frame, extending above main form of the building plays with this scale in an interesting way. The extended structure frames the sky within the top of the building. The overall scheme fills in an

area of the image which was otherwise low sky, giving a strong definition to the road corridor which is a positive aspect in the otherwise poor spatial definition of the Naas Rd corridor. It is modulated by the varying mass of the flanking buildings and their finishes.

The view is dramatically altered, and the definition in the guidance between significant and moderate is crucial to understand in this and some of the subsequent images described above in 10.2.4; a significant effect alters a sensitive aspect of the environment; a moderate effect occurs when a view or the character of the landscape is altered but in a manner that is consistent with existing and emerging baseline trends. Given that this is not a sensitive view, and noting the emerging baseline trends of neighbouring development and planning permissions, this, and many subsequent views are determined here as 'moderate'. The effect is **moderate** and **positive**.

View 1 – Proposed View This view shows the amendment for the proposed development in the forms and materials for Blocks C and D, facing on to the Naas Rd. Block C is clearly reduced in height, and has a lighter coloured façade. Block D is also paler in colour. The lighter facades means there is less contrast with the corner landmark building in tone. The amendments to the framing and colour of the blocks could be considered to give less of a characterful definition to this part of the Naas Rd. The framing no longer wraps the buildings, and appears two-dimensional. In the furthest blocks fronting the Naas Rd, the steel framing at this distance appears to step down to the lower storeys of the buildings only, revealing the balconies at the upper levels. The effect is **moderate** and **neutral**.

View 2 – Existing View This view is looking westwards along the Naas Road towards the site. The left hand side has low rise buildings set well back from the road, and a series of large signs with car manufacturers' logos on them. There are many tall lighting poles in the image caused by the perspective effect of the view, and a large pylon can be seen although the cables are barely visible at this distance. The Luas line infrastructure of poles cables can be seen as it runs along the Naas Road, beyond which are low warehouse type buildings, some located on the proposed site. In a similar way to view 1 the maturing trees give some verdant character and definition to an otherwise spatially wide open transport corridor.

View 2 – Permitted View The proposed development occupies the middle of the image, again giving new definition to the Naas Road corridor. The grid arrangement of the first three building in an ochre colour are bookended by the darker building in the distance. The tower with the 'skycatcher' frame extends above these buildings. The return buildings on the eastern side have a smaller massing and are light in tone. The abrupt contrast of the proposed development with the neighbouring low rise warehouses and its boundary railings with advertising is mitigated somewhat by the maturing tree planting. The effect is long term, **moderate** and **positive.**

View 2 – Proposed View This view shows the amendment for the proposed development in the forms and materials for Blocks C and D, facing on to the Naas Rd. Block C appears to be

reduced in height, and has a lighter coloured façade. Block D also shows a reduction in the massing however the grid structure on the facade at the upper level gives a stepping effect. It is also paler in colour. The amendments to the framing and colour could be considered to give less of a characterful definition to this part of the Naas Rd In the closest blocks, the steel framing has been reduced to the lower storeys of the buildings, revealing balconies at the upper levels. The eastern part of Block D omits plant screening at roof level which was visible in the permitted view. The effects is **moderate** and **neutral**.

View 3 – Existing View This view is looking northwards from the junction of the Long Mile Road and Walkinstown Avenue. It is animated by an extraordinary amount of competing signage – symptomatic of the large scale road corridors and low rise buildings. This view looks towards the lands in the Naas Rd Lands LAP.

View 3 – Permitted View This view shows the proposed development across its southerly aspect. It creates a landmark identifying the location of the next junction heading north along Walkinstown Avenue at the Naas Rd. The massing and modulation of the development as well as the colour palette of ochre, and dark and light greys are legible at this distance.
The effect is long term, **moderate** and **positive**.

View 3 – Proposed View This view shows the amendments to Blocks C & D massing and facades. In both blocks, the steel framing has been reduced and although not distinct at this distance, appears to step down towards the lower storeys of the buildings towards the right, revealing balconies at the upper levels. The amendments to the framing and colour could be considered to give less of a characterful definition to this part of the Naas Rd. However the plant screening to the roofscape has been reduced which gives a cleaner skyline in this view. The effect is long term, **moderate** and **neutral**.

View 4 – Existing View
This view is looking north eastwards along the Naas Road towards the site. It is dominated again by the wide transport corridor and low rise buildings set back from the road. The FBD building can be seen in the middle of the image, the tallest building in the view.

View 4 – Permitted View
This view shows the proposed development across its westerly aspect. The tall building, with its façade seen face-on creates a dramatic landmark. The change of scale is dramatic, with a concentration of buildings that indicate a new quarter. The massing and modulation of the development as well as the colour palette of ochre, and dark and light greys are legible at this distance. The effect is long term, **moderate** and **positive**.

View 4 – Proposed View
Whilst the reduction in height and massing is not visible at this distance, the definition of Block D is less distinct than the permitted view, and merges with the paler finishes on the furthest blocks. The effect is **moderate** and **neutral**.

View 5 – Existing View
This view is taken from the Kylemore Road looking southwards towards the site. The Naas Rd Cottages development of apartments is shown under construction on the right hand side. The warehouse type retail building of the retail park can be seen beyond this, set back from the road. The Dublin Mountains can be seen in the distance, following the line of the Kylemore-Walkinstown Avenue route. The right hand side of the image is of a car park along the road and the backs of cottages.

View 5 – Permitted View
The proposed development sets up a new street edge along the Kylemore road, in continuation with the Naas Rd Cottage apartment development. Proposed street trees enhance this view and bring the proposed building to the ground in a sympathetic manner. The façade is pale in tone and enlivened with balconies. Beyond, the landmark building forms the corner. The northern façade is seen above the Kylemore Road buildings. The proposed development has the effect of defining a new urban edge. It also highlights the poor spatial definition of the rest of road corridor.

The effect is long term, **moderate** and **positive**.

View 5– Proposed View
There is no visible change to this view. It remains **moderate** and **positive**.

View 6 – Existing View
This view is taken from the junction of the Old Naas Road with the Naas Road looking westwards towards the site. The view is dominated by the transport infrastructure of the road and Luas corridors, although there is a large group of trees in the middle of the view associated with a garden behind the boundary wall, an a green space left over from the road alignments to the right.

View 6 – Permitted View
The proposed development cannot be seen except for a small glimpse of the 'skycatcher' frame of the tall building.

The effect is **imperceptible.**

View 6 – Proposed View
There are no visible changes to the view. It remains assessed as **imperceptible.**

View 7 – Existing View
This view is taken from the Kylemore Road looking southwards towards the site from a high part of the road as it has come over the Grand Canal. As with other views in the environs, the aspect is open due to the large set backs of low buildings from the road, resulting in large

commercial signage being used to identify places along the route. The Dublin Mountains can be seen in the distance.

View 7 – Permitted View
The lower part of the proposed development is screened by the new Naas Rd Cottages apartment development, and the taller office building forms a landmark rising above that. A small part of the scheme can be seen to the right hand side of the image.

The effect is long term, **moderate** and **neutral.**

View 7 – Proposed View
There appear to be some modifications to the blocks to the left of the image – a reduction or omission of roof plant, and a darkening of the façade. However, at this distance, and given the complexity of the view, the distinction is barely perceptible. The effect remains **moderate** and **neutral.**

View 8 – Existing View
This view is looking north eastwards along the Naas Road towards the site. It is dominated by the wide transport corridor and low rise buildings set back from the road and an advertising hoarding. It has few trees, however it is quite green due to the shrubby boundary in the foreground.

View 8 – Permitted View
The proposed development is seen in the distance across its westerly aspect. The tall building, with its façade seen face-on creates a distant landmark. The massing and modulation of the development as well as the colour palette of ochre, and dark and light greys are just about legible at this distance.

The effect is long term, **slight** and **neutral**.

View 8 – Proposed View
At this distance, the change in the colour palette is apparent, being less distinctive. The assessment remains **slight** and **neutral.**

View 9 – Existing View
This view is looking north westwards towards the site from the pitches of the Drimnagh Castle secondary school. A shelterbelt of trees is seen in the middle distance, terminating the view. Either side of this, low warehouse type buildings can be seen.

View 9 – Permitted View
The proposed development is seen as a red line outline indicating its presence, except for the upper stories of the taller office building.

The effect is long term, **slight** and **neutral**.

View 9 – Proposed View
Any amendments to the scheme are not visible through the screen of trees. It is noteworthy that the cranes in the view are on the Southwestgate (formerly Nissan) site, currently under construction. The effect remains **slight** and **neutral.**

View 10 – Existing View
This view is looking north westwards towards the site from the pitches of the Drimnagh Castle primary school. A group of trees associated with Drimnagh Castle is seen in the middle distance, terminating the view. To the left the secondary school can be seen, and to the right is an apartment development.

View 10 – Permitted View
The proposed development is seen as a red line outline indicating its presence, except for a small portion of the easterly part of the scheme.

The effect is long term, **slight** and **neutral**.

View 10 – Proposed View
The amendments are barely visible at this distance, however the reduction in plant in the roof of the block that is visible is just discernible as it catches the light. The effect remains **slight** and **neutral.**

View 11 – Existing View
This view is looking north westwards towards the site from Walkinstown Parade, a suburban street with 2 storey housing. To the right is a warehouse type building beyond a green space.

View 11 – Permitted View
The proposed development is seen as a red line outline indicating its presence, except for a small portion of the top of the office building.

The effect is long term, **slight** and **neutral**.

View 11 – Proposed View
The amendments to the scheme are not visible. The effect remains **slight** and **neutral.**

View 12 – Existing View
This view is looking northwards towards the site from Walkinstown Park, a large park in the neighbourhood. The view is across grass pitches to a tree lined boundary.

View 12 – Permitted View
The proposed development is seen as a red line outline indicating its presence, except for a small portion of the top of the office building, and the darker building to the right.

The effect is long term, **slight** and **neutral**.

View 12 – Proposed View
Block D is visible in the permitted scheme, distinctive with its dark facades. The amendments to the scheme are not visible, except for the lighter façade of Block D, which is now less distinct. The effect remains **slight** and **neutral.**

View 13 – Existing View
This view is looking westwards towards the site from a green space at Dromard Road. The view is of green open space with trees and two storey suburban housing.

View 13 – Permitted View
The proposed development is seen as a red line outline. It is not visible

There is **no effect.**

View 13 – Proposed View

The proposed development is seen as a red line outline. It is not visible

There is **no effect.**

View 14 – Existing View This view is looking westwards towards the site along the Old Naas Road. The view is dominated by the backs of the warehouse buildings of the Retail Park and the adjacent builders' providers. There is a line of maturing trees in the middle distance flanking the site.

View 14 – Permitted View The proposed development fills the view, replacing the low rise warehouse buildings with residential buildings that are stepped along the curve of the Old Naas Road. The massing of the proposed building is emphasised by the variation in neutral brick tones, and the facades are animated by the presence of balconies. There is a new area of street tree planting, and some greenery is also seen on the roofs. The change in scale is notable at this close proximity, mitigated somewhat by the quality of the animated facades. The effect is long term, **moderate** and **neutral**.

View 14 – Proposed View This view shows the amendments to Block D massing and facades. The left side of the image in particular shows a setting back of the taller part of the block. The facades show amendments to the balcony layouts and which have generally increased, bringing more life to the facades. The colour palette has altered too – in this instance, a darker tone has been introduced which appears to reflect the furthest block in the distance in Phase 1 of the scheme -effectively bookending the scheme on this stretch of the Old Naas Rd. The effect is now **moderate** and **positive**.

View 15 – Existing View This view is looking southwards towards the site from Bluebell Avenue. It is at a specific point with a view through a gate of a scrapyard. It is a layered and jumbled view looking at right angles to the road across the backs and tops of low warehouses

and other buildings to the Naas Road Cottages apartment development under construction to the right, and, in the distance the Dublin Mountains to the middle.

View 15 – Permitted View The proposed development fills the view in the middle and far distance. Seen across its full breadth, it eclipses the view of the mountains, albeit a glimpsed view from this location. The massing in this view is particularly important to avoid the 'jumbled' effect in the existing view, created by seeing buildings at varying angles. In this respect there is a continuity on form in the proposed development, articulated by the treatment of facades which is just discernible, including the green façade of a central building [the green façade was amended in Block E1 Planning amendment permission and is no longer shown in this image]. The effect is long term, **moderate** and neutral to **negative**.

View 15 – Proposed View This view shows the proposed development, with no discernible change to the form and massing of the building at this distance. However the façade colour palette has changed to more definitive contrasting light and dark tones breaking up sections of the blocks, although little detail is visible at this distance. Of note is the removal of plant screening on the roofscape. The effect is **moderate** and **neutral.**

View 16 – Existing View

View 16 – Existing View
This view is looking south eastwards towards the site from Bluebell Avenue and the Menni building. The view is into the car park and yard of that warehouse type building, with some boundary tree planting. One of the local pylons can be seen beyond the trees.

View 16 – Permitted View
The upper storeys of part of the proposed development can be seen along with the upper part of the taller office building, alongside the pylon.

The effect is long term, **slight** and **neutral.**

View 16 – Proposed View
The amendment to massing is not discernible other than the removal of plant at roof level. The changes to the façade colouring is visible, making the individual blocks more distinct. The effect remains **slight** and **neutral.**

View 17 – Existing View
This view is from Bluebell cemetery looking south. The view is of stone ruins in the open grassy section of the graveyard. A red tin roof can be seen beyond the boundary, as can the pale grey warehouse roof of an adjacent structure.

View 17 – Permitted View
The upper storeys of part of the proposed development can be seen across most of the view, along with the taller building at a distance. The presence of these buildings in the view

changes the character to a more urban setting. Given the isolation of this site, now sitting behind warehouse site, the presence of views back and forth begins to re-focus the site.

The effect is long term, **significant** [**high/moderate**] and **neutral.**

View 17 – Proposed View
The amendments to the massing is barely discernible, but the omission of plant at roof level is visible. The changes to the facade treatment is visible at this distance – including the omission of streel framing to the left hand block, and darker colours to the facades. The effect remains as **significant** [**high/moderate**] and **neutral.**

View 18 – Existing View
This view is from Davitt Rd and Naas Rd looking south west along the Luas lines.

View 18 – Permitted View
The proposed development is outlined in red. It is not visible.

There is **no effect.**

View 18 – Proposed View

The proposed development is outlined in red. It is not visible.

There is **no effect.**

View 19 – Existing View
This view is from the Old Naas Rd looking east. The view is across an area of commercial buildings and an associated car park.

View 19 – Permitted View
The view changes to show the proposed western elevation of the proposed development forming a new urban edge along Kylemore Road. It is a dramatic change that highlights the urban edge at this moment in time..

The effect is long term, **moderate** and **positive.**

View 19 – Proposed View
The amendments are not visible. The effect remains **moderate** and **positive**.

View 20 – Existing View
This view is from Killeen Rd looking south east over the Grand Canal and across the backs of warehouses. There is a pylon in the middle distance over a low skyline.

View 20 – Permitted View
In the distance, the taller office building rises above the horizon line of warehouse roofs, coincidentally behind the pylon.

The effect is long term, **slight** and **neutra**l.

View 20 – Proposed View
The amendments to the scheme are not discernible at this distance. The effect remains **slight** and **neutral.**

View 21 – Existing View
This view is from New Nangor Road looking east along the road corridor with a strong hedge line defining the corridor. Existing buildings are set back from the road edge, and glimpsed in the distance.

View 21 – Permitted View
In the distance, the taller office building rises above the horizon line of the hedge.

The effect is long term, **slight** and **neutra**l.

View 21 – Proposed View
The amendments are no visible in this view. The effect remains **slight** and **neutral.**

Summary
In summary, the proposed amendments which reduce massing and height, are balanced against a less characterful placemaking in the façade design along the Naas Road. Overall, the changes are assessed as **moderate** and **neutral**.

Feargus McGarvey
Mitchell + Associates
24th September 2026