Townscape and Visual Impact Assessment

Proposed Mixed Use Development at Royal Canal Park Phase IV,

The Ormond Printworks, Rathoath Road, Dublin 11, D11 HY83

Prepared on behalf of Stephen Little & Associates (Agent)

and Ballymore RCP Development Services Limited (Client)

November 2019 / Project No 6519
1.0 Introduction

1.1 This assessment has been prepared by Park Hood Chartered Landscape Architects on behalf of the Ballymore Group.

1.2 Park Hood is a Chartered Member of the Irish Landscape Institute and Landscape Institute UK with extensive experience in preparation of Landscape / Townscape and Visual Impact Assessments for large scale projects throughout Ireland and the UK. The primary author is Andrew Bunbury who is a fully qualified Landscape Architect and Chartered Member of the Landscape Institute (CMLI) with over 20 years’ consultancy experience in the landscape profession across Ireland and the UK.

1.3 All work is undertaken in compliance with the Landscape Institute’s Code of Standards of Conduct and Practice for Landscape Professionals and checked in accordance with Park Hood’s ISO 14001:2015 and ISO 9001:2015.


Establishing the Study Area and Representative Viewpoints

1.5 The study area includes the Application Site itself and the wider townscape or landscape where the proposed development may have an influence either directly or indirectly.

1.6 Within this area, the built townscape means that views consistently change in context, scale and extent with many views of the Application Site, even from close proximity locations closed off by intervening buildings, vegetation or boundary features.

1.7 Selection of representative viewpoints was initially based on a determination of the actual visibility of the Application Site or identifying locations where there may be sensitive or significant numbers of visual receptors e.g. commuter routes or parklands. Six viewpoints were initially identified but following a consultation with Dublin City Council Planning Department in April 2019 a further three were included.

Proposed Development Summary – Royal Canal Park Phase IV

1.8 The mixed use development will consist of residential use (435 no. apartments) and employment uses including under-croft parking spaces, a reception area/management suite, storage space, bin stores, cycle parking, hard and soft landscaping and plant rooms located on a 1.88 hectare site running from the junction of Ratoath Road and Ballyboggan Road to the 8th lock on the royal canal. The mixed and employment uses include a Primary Health Care Centre with integrated café at ground level, a pharmacy, own door offices and a fitness centre/ juice bar.
1.9 The site is flanked by residential blocks ranging in height from 4 - 13 storeys which enclose a residential courtyard to serve the residents of the development. The resident’s communal courtyard connects all residential blocks at first floor level. Roof terraces are also provided to 4 apartment blocks as a residential amenity.

1.10 At ground floor level and to the streetscape are active employment uses which have been arranged around public open spaces provided to the north, south and western sides of the development. These spaces actively engage with the streetscape ensuring a vitality and interacting with the existing surrounding neighbourhood.

1.11 All residential and mixed-use car parking is accommodated at ground floor below the residential courtyards. Access to the car parking is via Hamilton View Road. There are also several surface car parking spaces to serve the commercial uses at ground floor level.

1.12 The Royal Canal Park Phase IV is a landmark development of high-quality architectural design which enhances the existing characteristics of this unique site and setting whilst creating a new destination place along the banks of the Royal Canal.

Visual Amenity Assessment

1.13 Viewer sensitivity ranges from high to low based on the nature of the visual receptor (resident, tourist, commuter etc.) and the visual value or quality attached to a particular view. The visual effects deriving from the proposed development are based on the combined judgement of the anticipated change in nature, visual amenity and duration of the particular view (magnitude) and the nature of the visual receptor (sensitivity) and are rated as follows:-

- **Severe** - A major change or obstruction of a view that may be directly visible, appearing as the dominant and contrasting feature appearing in the foreground.

- **Substantial** - The proposal forms the focus or an immediately apparent component in the view and will redefine its baseline characteristics.

- **Moderate** - The proposal is likely to form a readily apparent component within the overall view but the baseline characteristics will continue to prevail.

- **Slight** - The proposal forms a minor component in the wider view which might be missed by the casual viewer / observer. Awareness of the proposal would not have a marked effect on the overall quality of the view.

- **Negligible** - The proposal is barely discernible or may be at such a distance that it is very difficult to perceive equating to a no-change situation.

Townscape Quality and Value

1.14 The Application Site comprises an unused former commercial / industrial site and would be categorised as poor townscape of low sensitivity, quality and value and therefore very capable of accommodating change in landscape / townscape and visual terms. There are very limited landscape features on the site of note aside from a scraggy hedgerow containing some semi-mature trees to the west of the site towards Hamilton View (road).
1.15 Surrounding the Application Site is a mix of ordinary and poor townscape including large scale industrial and business parks and major transport infrastructure which give the wider area a functional and utilitarian character. This includes the large scale new bridge at Reilly’s Crossing and the associated broad Ratoath Road which, following construction in 2015, has become a significant landmark in this part of the city.

1.16 The site is adjacent to the recently constructed Royal Canal Park development which has significantly improved the quality of the adjacent section of the Royal Canal and has some higher quality open spaces and public realm areas. As well as this, there are localised areas of improved or higher quality landscapes including Tolka Valley Park and Ashington Park, but the general area comprises modern townscape and the lack of EPA or planning designations suggest this part of the city has a low sensitivity in landscape and visual terms.

2.0 SUMMARY VISUAL ASSESSMENT

Introduction

2.1 The aim of this summary assessment is to objectively and professionally assess how the proposed development will affect the landscape, townscape and visual amenity of the Application Site and this part of the city.

2.2 The magnitude and significance of any effect is determined by the scale and shape of the proposed development and any resulting contrast between this and the existing townscape setting and visual amenity. A further consideration is not just its proximity to adjacent buildings or areas but also the number of people who use or pass through this area who may feel that the visual and townscape quality of the area could be affected by this proposal.

2.3 To assist in this initial assessment, photomontages have been prepared from the nine representative viewpoints based on plans, elevations and specifications provided by Reddy Architecture + Urbanism. The methodology and information on photography techniques are outlined in Appendix A. The key objective is to provide accurate and precise depictions of the proposed development to demonstrate how it will be seen and effect views in this part of Dublin.

2.4 The architect’s plans may be subject to subsequent amendments in terms of elevation / façade treatments, detailing and materials but the key considerations of this report relate to form, scale and massing in this urban context for which the current photomontages provide an appropriate and accurate basis for assessment.
Visual Impact Assessment

2.5 The following tables summarise the existing setting and likely or anticipated effects on the nine representational viewpoints. An extract from the proposed view photomontage is included below for ease of cross-reference but the existing and proposed views are set in the accompanying A3 booklet titled Townscape and Visual Assessment Figures (June 2019).

**Viewpoint 1  Broom Bridge**

<table>
<thead>
<tr>
<th>Viewpoint Address or Location</th>
<th>Broom Bridge (over Royal Canal)</th>
<th>Distance to Application Site</th>
<th>558m</th>
</tr>
</thead>
</table>

**Viewpoint Baseline**

Broom Bridge (also known as Brougham Bridge), is located on the Broombridge Road which crosses the Royal Canal approximately 530m to the east of the Application Site. The bridge has both historical and social importance (related to mathematics and is part of an annual mathematician’s commemorative walk). It is still in regular use and comprises a two-arch limestone canal bridge of c.1790 and railway bridge of c.1845 and is a protected structure (RPS Ref 909). It provides a link between the Ballyboggan Road to the north and Cabra to the south. The elevated bridge allows open views to the west over the canal and Iarnród Éireann railway lines towards the new Reilly’s Bridge and the Pelletstown area including the recent Royal Canal Park development. Open fields towards Blanchardstown are on part of the skyline to the north-west. The views are oblique though there is little to encourage any viewer to stay on the bridge for any extended time due to traffic considerations. The near to mid-view is characterised by large scale commercial buildings and roofscapes within the Dublin Industrial Estate to the north and educational campuses to the south of the canal and railway line.

**Viewpoint Sensitivity**

Low to medium

**Predicted Change**

The proposed development will be a readily apparent addition to the built form and townscape character towards the western skyline with the upper floors rising above intervening buildings and transport infrastructure. Lower floors are obscured by the approach ramp to the
Given the distance, the urban context including extensive utilitarian commercial buildings and the scale of panoramic view, the proposal will not result in any adverse or unacceptable effects on the view quality from this bridge. The architectural form and contemporary style will not be out of character and, at this distance effects are assessed as slight and not significant.

**Significance Summary**

<table>
<thead>
<tr>
<th>Viewpoint Address or Location</th>
<th>Ballyboggan Road, Cabra West</th>
<th>Distance to Application Site</th>
<th>138m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Viewpoint Baseline</td>
<td>Ballyboggan Road is a broad single carriageway that aligns the south of the Tolka Valley Park linking the R135 Finglas Road to the east and R805 Ratoath Road to the west. Access points to Tolka Valley Park are limited and the boundary is defined by a low concrete wall and steel railing. To the south of the road is the Dublin Industrial Park which comprises a dense set of commercial and industrial buildings that extend across nearly 45 hectares between the road and the Royal Canal. The majority of visual receptors will be transient (commercial and commuting traffic) and their views from the majority of the Ballyboggan Road are restricted due to vegetation to the north within Tolka Valley Park and built environment in the industrial park to the south. The application site is obscured until near the broad R805 Ratoath junction where the Royal Canal Park to the west is most notable built development. At this juncture, there are expansive open views across the large scale road junction including part of the Tolka Valley Park to the north.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viewpoint Sensitivity</td>
<td>Low to medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Predicted Change</td>
<td>The proposed development will be apparent and notable addition to the south-west skyline with sections rising above the intervening commercial units aligning the road having moderate effects on views.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
While forming a distinctive set of new and taller buildings on the visual backdrop, no detrimental effects on Ballyboggan Road are predicted when measured against the urban context, roadscape and utilitarian architecture of existing buildings in this view. Further, the broader panorama includes part of the Tolka Valley Park and the collective view is very capable of absorbing such a change.

The magnitude of change is considered acceptable as the new buildings are assessed to effectively balance with the adjacent townscape and the horizontal streetscape / traffic corridors while introducing architectural landmarks and a more robust or defined urban edge that would provide enhanced townscape legibility.

### Significance Summary
Moderate

### Viewpoint 3 Ratoath Road

**Viewpoint Address or Location**
Ratoath Road, near Scribblestown Road

**Distance to Application Site**
598m

**Viewpoint Baseline**
The Ratoath Road traverses through the townscape of the north-west of the city between the R147 Navan Road (in Cabra West to the south) and the Cappagh Road in Finglas West to the north. For the majority of its route, views are contained by vegetation or built environment and the Application Site is visually obscured.

This viewpoint is located on the rising valley site to the north of the Tolka River near Scribblestown. As the broad road nears Tolka Park, there is an elevated view afforded across the wooded and parkland valley to the south towards the Application Site area though the site itself is difficult to discern due to intervening trees. The most appreciable building in the view is the Royal Canal Park development on the southern skyline but there is also on-going house construction on nearer lands in Scribblestown.

While there are residential houses in this area, the majority of visual receptors will be south-bound commuters or commercial traffic.

**Viewpoint Sensitivity**
Low to medium
### Predicted Change

The upper floors of the proposal will extend into the skyline or backdrop behind the eastern part of the Royal Canal Park development increasing the perceived mass of buildings to the south of the Tolka River valley. This will be a discernible change but the architectural form is compatible with the contemporary style of the existing development and emerging development trends in the Ashtown / Pelletstown area. However, the majority of the proposed development is obscured by existing buildings. Given distance, context of the view and extent of intervening buildings, effects are assessed as slight and not significant with no detrimental effects on the setting or character of this section of Ratoath Road or the Scribblestown area predicted.

### Significance Summary

Slight

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### Viewpoints 4 and 5 Tolka Park

**Viewpoint Address or Location**

<table>
<thead>
<tr>
<th>Tolka Valley Park</th>
</tr>
</thead>
</table>

**Distance to Application Site**

| 200-300m |

**Viewpoint Baseline**

The Tolka Valley Park is a regional park spread over 140 hectares and follows the Tolka River Valley for 8km from Mulhuddart to Ashtown and...
partially situated over a former city landfill site. It is managed by Dublin City Council and includes a regional cycling route along the River Tolka, a pitch and putt golf course, sports pitches, angling areas, walks and ponds and wetlands and wildflower meadows. Near the Application Site, the park comprises mown grassland and meadow areas that fall towards a wooded valley in which the Tolka River flows. From the northern part of the park, towards Tolka Valley Road, there are open and panoramic views afforded over the wooded river valley towards the Application Site area set between the densely built environments of the Royal Canal Park and the Dublin Industrial Park. The existing Ormond buildings on the site are visible and form part of an elongated set of large scale buildings located off Ballyboggan Road and Ratoath Road. An ESB powerline is located in the valley. The majority of visual receptors will be those engaged in passive recreation such as walking or running on the two linear paths that run between the valley and the Tolka Valley Road.

<table>
<thead>
<tr>
<th>Viewpoint Sensitivity</th>
<th>Medium</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Predicted Change</th>
<th>The predicted change is assessed as moderate with the proposed development being a readily apparent component and addition to the skyline to the south of the Tolka River valley set between the recent Royal Canal Park development and the Dublin Industrial Estate. While the existing Ormond buildings are evident on the Application Site in the broad and panoramic views from the park, this proposal will increase the size, height and built form in this area and be a notable landmark. Given the predominantly urban setting, broad views and extent of building on the periphery of the linear park the change, while noticeable, would not have adverse or unacceptable effects on the quality or visual amenity of this landscape or view. There is the argument that larger scale buildings on the periphery of large open spaces improve legibility by providing a dynamic relationship with the parkland corridor and a built backdrop of a contemporary cityscape having positive effects in terms of townscape design (as well as improving passive surveillance).</th>
</tr>
</thead>
</table>

| Significance Summary | Moderate |
Viewpoint 6  Royal Canal (9th Lock)

<table>
<thead>
<tr>
<th>Viewpoint Address or Location</th>
<th>Royal Canal Avenue aside the 9th Lock</th>
<th>Distance to Application Site</th>
<th>408m</th>
</tr>
</thead>
</table>

**Viewpoint Baseline**
This viewpoint is located aside the 9th Lock of the Grand Canal to the west of the Application Site adjacent to the recent residential developments at Royal Canal Avenue. This section of the canal dates from the 1790’s and while it closed in 1961, the towpath aside the Royal Canal has been restored and forms part of the 144 km (89 mile) designated National Waymarked Trail managed by Waterways Ireland. The view to the east towards the Application Site include the canal and a wooded bank to its south aside the Iarnród Éireann railway line and Ashington Park (which is obscured). The north side of the canal includes the towpath, a linear park including avenue tree planting and residential development off Royal Canal Avenue comprising three storey properties. The Royal Canal Kayak Club is located on the north canal bank aside a set of concrete steps.

**Viewpoint Sensitivity**
Medium

**Predicted Change**
A portion of the proposed development will rise above intervening buildings on Royal Canal Avenue and associated trees being a discernible addition to the backdrop and skyline in views to the east. The architectural form and contemporary style will not be out of character and is compatible with the contemporary style of the existing development and emerging development trends in the Ashtown / Pelletstown area. It is notable that the majority of the development is set behind existing built environment (i.e. no buildings are proposed closer to this viewpoint). Effects on this section of the Royal Canal are assessed as slight and not significant on account of any awareness of the proposal not having a marked effect on the overall quality of the existing view.

**Significance Summary**
Slight
**Viewpoint 7  Ratoath Road (south)**

<table>
<thead>
<tr>
<th>Viewpoint Address or Location</th>
<th>R805 Ratoath Road near Reilly’s Crossing</th>
<th>Distance to Application Site</th>
<th>264m</th>
</tr>
</thead>
</table>

**Viewpoint Baseline**

The Ratoath Road traverses through the townscape of the north-west of the city between the R147 Navan Road (in Cabra West to the south) and the Cappagh Road in Finglas West to the north. For the majority of its route, views are contained by vegetation and built environment and the Application Site is visually obscured.

This viewpoint is on the east pavement of the R805 Ratoath Road south of the new Reilly’s bridge near the Ratoath (housing) Estate. Looking north, the bridge and broad road are the dominant features in the view and they visually obscure the west part of the Dublin Industrial Estate further north. Partial views are afforded of the edge of Royal Canal Park development and the remnant Ormond building but the majority of the Application Site is obscured by intervening vegetation and built environment.

While there are residential houses in this area, the majority of visual receptors will be north-bound commuters or commercial traffic.

**Viewpoint Sensitivity**

Low to medium

**Predicted Change**

The proposed development will be immediately apparent and a notable addition to the northern skyline rising above the intervening boundaries (to the railway line and canal) and set to the west side of the new bridge. While relatively close, the existing view is dominated by the new bridge and the proposed development, more distant, will correlate with its scale and mass in the view.

The proposal will have moderate effects on the view and, while adding to built form in the backdrop of this view, no detrimental effects on the townscape setting or character are envisaged on account of the low sensitivity of the baseline setting and context.

**Significance Summary**

Moderate
Viewpoint 8 and 9 Ashington Park

Viewpoint 9 Ashington Park

Viewpoint 10 Ashington Park (Application site obscured by vegetation)

<table>
<thead>
<tr>
<th>Viewpoint Address or Location</th>
<th>Ashington Park, Dublin 7</th>
<th>Distance to Application Site</th>
<th>325 to 350m</th>
</tr>
</thead>
</table>

Viewpoint Baseline

Ashington Park is a public open space of approximately 4.4 hectares that includes open parkland set around an all-weather pitch, playground and circuitous paths. The majority of the park is mown grassland that leads towards a strong wooded boundary to the north screening the adjacent railway line and Royal Canal beyond.

The park is overlooked by two-storey terraced housing on Ashington Gardens, Ashington Park (road) and Ashington Dale to the east, south and west respectively. Iarnród Éireann are due to commence construction of a new railway station within the northern boundary (following consent Ref: 2109/13) that will include a dedicated cycle / pedestrian route from Ashington Park (road) to the south.

There are glimpse, partial and filtered views of the upper parts of new Royal Canal Park development through the wooded boundary to the north. The Application Site is obscured.

Viewpoint Sensitivity

Medium
**Predicted Change**

The proposed development will have *moderate* to *slight* effects on views from the park but the vast majority of new buildings will be obscured, on a year-round basis, by intervening vegetation aside the railway line. The higher storeys will be readily apparent components within the overall view on the eastern skyline but would not be out of character with the extent of building or townscape in this direction. The parkland or baseline characteristics will continue to prevail.

Due to distance, there will be no significant effects on parkland setting or its visual amenity.

**Significance Summary**

Slight

### 3.0 SUMMARY

**Predicted Significance of Townscape / Landscape and Visual Effects**

3.1 Any assessment must be measured against the situation that pertains at present and the current site contributes little to the townscape setting being a functional and utilitarian site dominated by underused or redundant buildings. A proposal of this nature and scale will inevitably become part of the integrity, legibility and identity of this part of Pelletstown and introduce a significant set of building and a landmark on this site giving it a more productive and appropriate use. In this manner, the proposed development is consistent with planning policy and emerging development trends for the eastern node of the Ashtown-Pelletstown settlement in landscape / townscape and visual terms.

3.2 There will be substantial effects on areas close to the proposed development but the baseline setting aside large scale townscape and traffic infrastructure ensure it can be successfully absorbed without causing any unacceptable or adverse townscape / landscape effects. The site possesses a good ability to absorb change on account of its degraded nature though it is appreciated the proposal will result in a distinctive, new, sizeable and significant building at this important nodal point aside Reilly’s Bridge, Royal Canal and the Ratoath Road.

3.3 It will be most visible in transient views for passing traffic on the Ratoath Road and from parts of Tolka Valley Park due to close proximity though it will be seen in context with the townscape and contribute positively to this area’s identity and the architectural character of skyline. In all views, the proposed development would be seen in context with other large buildings, elements or structures. The effects, while significant will be a positive statement in terms of the city development, legibility and future.

**Conclusion**

3.4 While recognising there are some significant local impacts this report concludes that this proposal, on balance, has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.
APPENDIX A: PHOTOMONTAGE METHODOLOGY
Photomontage Preparation and Presentation – Methodology

A1 Introduction

1.1 The principle function of a photomontage is as an illustrative tool to demonstrate development proposals for the benefit of the consultation process and any planning application. These images have the advantage of providing a high degree of accuracy on the basis of mathematical formulae correlated with OSNI digital survey data. The photomontages are used to give a precise impression of a development in context, before it is built.

1.2 The Guidelines for Landscape and Visual Impact Assessment (3rd Edition) by The Landscape Institute and the Institute of Environmental Assessment states the following:

“Photomontage is the most widespread and popular visualisation technique for illustrating changes in views and visual amenity. A photomontage is the superimposition of an image onto a photograph for the purpose of creating a representation of potential changes to any view”.

1.3 The scale, type and size of a development and the receiving landscape character are relevant in considering what type of visualisation is appropriate. Situations vary and each case requires professional interpretation.

1.4 The following relates primarily to the preparation of digital photomontages but the techniques used are also relevant to 3D photowires of wireframes.

A2 Guidance Documents

2.1 Park Hood base their methodology and approach to photography (including camera and lens selection), choice of presentation and printing techniques on the following documents:

- Guidelines for Landscape and Visual Impact Assessment (3rd Edition) by The Landscape Institute and the Institute of Environmental Assessment (2013) (GLVIA);
- Landscape Institute Advice Note 01/11: Photography and Photomontage in Landscape and Visual Assessment (2011);
- Landscape Institute Technical Guidance Note 02/17: Visual representation of development proposals (2017); and

A3 Photography

3.1 Viewpoints are generally identified in locations that are publicly accessible and based on a determination of the actual visibility of the subject site or from where there are significant numbers of potential visual receptors.
3.2 In this instance, consultations are made with Dublin City Council Planning Departments in advance of any planning application to review and confirm viewpoint locations and visualisation types. Consequently additional viewpoints were provided from Ratoath Road and the site of the proposed Iarnród Éireann Pelletstown Train Station in Ashington Park.

3.3 Photographs taken as high quality jpeg files using a single lens Canon Eos 6D (with a 50mm Focal Length (FL) on a Full-Frame-Sensor (FFS) and the following procedures are undertaken during the photographic process:-

- Camera levelled and mounted on tripod with panoramic head to avoid parallax error;
- The proposed development is set as central as possible in the panorama unless there is a specific context which requires inclusion;
- Lens focus set to manual and “infinity” to ensure principal distance (rear nodal point to image plane) coincides with marked focal length;
- Shoot images with a fixed overlap of 20° for panoramic images;
- Photographs “follow the sun” insofar, views from the east are shot in the morning and views from the west in the afternoon;
- Record the viewpoint elevation including allowance for eye height (average 1.6m) and Northing and Easting OS grid coordinates;
- Record the GPS of notable landmarks features in the view or local area to assist in verification process of camera position, topographical surveys and Ordinance Survey Ireland grid; and
- Additional photographs are taken of the tripod in position to cross reference with the GPS data taken by the camera.

3.4 The camera EXIF data automatically records date, time, and focal lengths. The attached Solmeta GMAX GPS Geotagger records location information including longitude, latitude, altitude / elevation, direction, and Universal Coordinated Time (UTC) as EXIF information to images when shooting. Triangulating from known datum, the camera location can be pinpointed and correlated with the Ordnance Survey national grid.

A4 Photomontage Models

4.1 A photomontage consists of a base photograph composited digitally with a computer-rendered image of the proposal under consideration.

4.2 The digital base model is prepared in-house using detailed drawings of the proposed development based on the project drawings, specifications and plans using a combination of Autodesk Civil 3D, Adobe Photoshop CS3 and 3d Studio-MAX. The model is follows precise parameters including ridge heights, floorplans and built element dimensions of the proposed development as provided by Reddy Architecture + Urbanism.
4.3 The digital ground model is generated using digital terrain map obtained from Ordnance Survey with a 10m grid (or 5m if available). This model is collated and coordinated with the OSI grid and cross referenced with the topographical survey and digital maps of the site context.

A5 Photograph Alignment and Presentation

5.1 The camera position and Ordinance Survey grid are aligned with the camera target moved until it aligns with the grid “Field of View” and the GPS of notable landmarks. Once aligned, the camera is matched and ready for positioning of proposed development. Based on accurate FOV data and GPS recording, this is no requirement for any resizing or repositioning to background photographs.

5.2 The most common presentation form is on A3 paper in landscape format (420mm x 297mm) which is suitable for single frame images that can be printed at technically correct scales (to 27º FOV). However, proposed developments in landscapes often are part of much wider panoramic views and if viewed at scale and at A3 size, it can often exaggerate the effects when studied as part of a desk-study exercise. Therefore A1 paper can be necessary in some instances allowing the field of view to be increased.

5.3 To create the panoramic view photographs are merged together to create a wider image. Panoramas are mapped by planar projection if up to approximately 75º Field of View and, if wider, stitched by cylindrical process using AutoPano-Giga. During the stitching process, none of the photographs are distorted in terms of scaling.

5.4 Park Hood assess the requirements for each proposal individually with the presentation methodology adjusted accordingly (within Landscape Institute Guidelines). To assist in understanding and context, an additional set of visuals is often produced to allow easy comparison and assessment of consequent effects / impacts.

5.5 An information panel aside the photomontage summarises the key information including the viewpoint location, photograph date, field of view and distance to site.