Alexandra Basin Redevelopment 2

Bringing Dublin Port To 2040

Environmental Impact Assessment Report

Chapter 18 Landscape & Visual

Volume 2



CALAFORT ÁTHA CLIATH
DUBLIN PORT

TETRA TECH

18 Landscape and Visual

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18.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) comprises an appraisal of the existing landscape and visual receptors within the ABR2 Project study area and provides an assessment of the potential effects arising from the ABR2 Project on landscape and visual receptors. The assessment is based on the description of works as noted in **Chapter 5 Project Description**. Where potential adverse impacts are identified, the assessment identifies mitigation measures that will be implemented to prevent, reduce or offset potential adverse effects, or enhance potential beneficial effects where possible.

Accompanying visualisations have been prepared to support this assessment and are contained within **Appendix 18-1** of the EIAR.

18.1.1 Scope of the Assessment

The primary purpose of this EIAR chapter is to provide an assessment of the likely direct and indirect significant effects of the ABR2 Project on landscape and visual receptors. This EIAR chapter:

- Presents the existing landscape and visual baseline established from desk studies (**Section 18.3**);
- Identifies any limitations encountered in compiling the information;
- Presents an assessment of the potential likely significant effects on landscape receptors (**Section 18.4.1**) and visual receptors (**Section 18.4.2**) arising from the Construction Phase of the ABR2 Project based on the information gathered and the analysis and assessments undertaken; and
- Presents an assessment of the potential likely significant effects on landscape receptors (**Section 18.4.4**) and visual receptors (**Section 18.4.5**) arising from the Operational Phase of the ABR2 Project based on the information gathered and the analysis and assessments undertaken

18.2 Assessment Methodology

This section describes the methodology which has been used in the assessment of landscape and visual receptors, which may impact or be impacted by the ABR2 Project. The methodology and associated impact assessment had regard to the general guidance for the undertaking of an EIA, as presented in **Chapter 1 Introduction**, and has been carried out in accordance with the best practice guidance as described in the documents outlined in **Section 18.2.1**.

The Landscape Institute and the Institute of Environmental Management and Assessment (IEMA) (now known as The Institute of Sustainability and Environmental Professionals (ISEP)), Guidelines of Landscape and Visual Impact Assessment: Third Edition (2013) (GLVIA3) recommends that a Landscape and Visual Impact Assessment (LVIA) "*concentrates on principles and process*" and "*does not provide a detailed or formulaic 'recipe'*" to assess effects, it being the "*responsibility of the professional to ensure that the approach and methodology adopted are appropriate to the task in hand*" (preface to the third edition).

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 landscape has been appraised to allow it to be described and classified into landscape character areas that, in turn, enable the classification of landscape quality. The capacity of the landscape to accept the change of the type proposed is assessed by determining the sensitivity of each landscape character area.

Overall key components for a landscape are normally landform, vegetation and historical and cultural components. Landform relates to topography, drainage characteristics and geology. Historical and cultural components include historic landscapes, listed buildings, conservation areas and historic designed landscapes. Vegetation plays an important role in how the landscape and visual resources of an area are viewed and is an integral component of landscape character.

18.2.1 Guidance and Legislation

National and local planning authority policies of relevance to landscape and visual impact matters in relation to the Proposed Development and the surrounding area are outlined in the following sections.

18.2.1.1 European Landscape Convention

The European Landscape Convention 2000 (ELC) considers all landscapes as being inclusive and important to everyone, not just designated landscapes.

The ELC's definition of landscape, which has been consigned within the Planning and Development Act 2000 by the Planning and Development (Amendment) Act 2010 (No. 30 of 2010) is as follows:

"*Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*". (Article 1.a. of the European Landscape Convention).

18.2.1.2 Project Ireland 2040 National Planning Framework

The National Planning Framework (NPF) "*is a planning framework to guide development and investment over the coming years. It does not provide every detail for every part of the country; rather it empowers each region to lead in the planning and development of their communities, containing a set of national objectives and key principles from which more detailed and refined plans will follow" and forms the Government's "high-level strategic plan for shaping the future growth and development of our country out to the year 2040*".

Following a review of the NPF, the following National Policy Objectives are considered of relevance to this LVIA;

National Policy Objective 5: *Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.*

National Policy Objective 38: *Regional, metropolitan and local development plans will take account of and integrate relevant maritime spatial planning issues.*

National Policy Objective 39: *Support the sustainable growth and development of the maritime economy and continue to invest in the seafood sector and our Fishery Harbour Centres, particularly in remote rural coastal communities and islands.*

National Policy Objective 41a: *Ensure that Ireland's coastal resource is managed to sustain its physical character and environmental quality.*

National Policy Objective 60: *Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.*

National Policy Objective 61: *Facilitate landscape protection, management and change through the preparation of a National Landscape Character Map and development of guidance on local landscape character assessments, (including historic landscape characterisation) to ensure a consistent approach to landscape character assessment, particularly across planning and administrative boundaries.*

National Policy Objective 75: *Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements, including SEA, EIA and AA as appropriate.*

18.2.1.3 National Landscape Strategy for Ireland 2015 – 2025

The Department of Arts, Culture and the Gaeltacht published a National Landscape Strategy for Ireland 2015-2025, in which it has identified objectives based on the implementation of the European Landscape Convention.

The National Landscape Strategy for Ireland 2015-2025 (NLS) seeks to *"ensure compliance with the European Landscape Convention and to establish principles for protecting and enhancing the landscape while positively managing its change. It will provide a high level policy framework to achieve balance between the protection, management and planning of the landscape by way of supporting actions".*

Objectives of the NLS are to

- *implement the European Landscape Convention by integrating landscape into our approach to sustainable development;*
- *establish and embed a public process of gathering, sharing and interpreting scientific, technical and cultural information in order to carry out evidence-based identification and description of the character, resources and processes of the landscape;*
- *provide a policy framework, which will put in place measures at national, sectoral - including agriculture, tourism, energy, transport and marine - and local level, together with civil society, to protect, manage and properly plan through high quality design for the sustainable stewardship of our landscape; and*
- *ensure that we take advantage of opportunities to implement policies relating to landscape use that are complementary and mutually reinforcing and that conflicting policy objectives are avoided in as far as possible.*

18.2.1.4 Regional Spatial and Economic Strategy 2019-2031 (RSES)

The Regional Spatial and Economic Strategy 2019 - 2031 (RSES) is a strategic regional development plan that identifies regional assets, opportunities and pressures and provides appropriate policy response in the form of Regional Policy Objectives (RPO). The RSES provides the framework through which the NPF's vision and the related Government policies and objectives will be delivered for the region.

A review of the RSES has identified the following Regional Planning Objectives (RPO) that are of relevance to this LVIA;

RPO 3.5: *Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum.*

RPO 3.7: *Local authorities shall have regard to environmental and sustainability considerations for meeting sustainable development targets and climate action commitments, in accordance with the National Adaptation Framework. In order to recognise the potential for impacts on the environment, local authorities shall address the proper site/route selection of any new development and examine environmental constraints including but not limited to biodiversity, flooding, landscape, cultural heritage, material assets, including the capacity of services to serve any new development.*

RPO 6.7: *Support local authorities to develop sustainable and economically efficient rural economies through initiatives to enhance sectors such as agricultural and food, forestry, fishing and aquaculture, energy and extractive industries, the bioeconomy, tourism, and diversification into alternative on-farm and off-farm activities, while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage.*

RPO 6.22: *Eastern and Midland Regional Assembly (EMRA) support the preparation of the Marine Spatial Plan (MSP) to ensure alignment, and consistency between land use and ocean based planning, and to ensure co-ordination which supports the protection of the marine environment and the growth of the Marine economy.*

RPO 7.27: *Following the adoption of a national landscape character assessment, the Assembly will prepare a Regional Landscape Character Assessment to promote better landscape management and planning in the Region.*

18.2.1.5 Dublin City's Development Plan 2022 – 2028

All portions of the ABR2 Project and their associated environs are contained within Dublin City, and as such, Dublin City's Development Plan 2022 – 2028 (DCDP) forms the relevant Development Plan context. The DCDP establishes the landscape aims, policies and objectives of relevance to this LVIA, which are discussed further in the following section.

Following a review of the DCDP, the following Policies and Objectives are considered to be relevant to this LVIA, found specifically in Volume 1, Chapter 10 Green Infrastructure and Recreation:

18.2.1.5.1 Policies

GI19: Protect and Enhance Landscapes *To continue to protect and enhance the city's landscape and seascape, the amenities of places and features of natural beauty and interest, through sustainable planning and design for both the existing community and for future generations in accordance with the National Landscape Strategy 2015 – 2025 and any updated strategy.*

GI20: Views and Prospects *To promote the city landscapes, including rivers, canals, Dublin Mountains and Dublin Bay, as a major resource for the city and forming core areas of the green infrastructure network.*

GI21: Promote City Landscape *To promote the city landscapes, including rivers, canals, Dublin Mountains and Dublin Bay, as a major resource for the city and forming core areas of the green infrastructure network.*

GI23: European Landscape Convention *To continue to protect and enhance landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention.*

GI29: Protect Character of River Corridors *To protect, maintain, and enhance the watercourses and their river corridors in the city and to ensure that development does not cover or encroach upon rivers and their banks. To maintain natural river banks and restore them as part of any new development. The creation and/or enhancement of river corridors will be required and river restoration opportunities where possible will be supported to help improve water quality, and ecology, provide natural flood relief as well as providing amenity and leisure benefits.*

GI41 Protect Existing Trees as Part of New Development *To protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.*

GI53 Public Rights of Way *To protect public rights of way as shown on Figure 10-5.*

18.2.1.5.2 Objectives

GIO15: National Landscape Strategy 2015-2025 *To support and implement the objectives of the National Landscape Strategy 2015 – 2025 (and updates).*

GIO16: Landscape Character Assessment *To prepare a Landscape Character Assessment (LCA) for Dublin City, during the lifetime of the plan in accordance with the National Landscape Strategy 2015 – 2025 and the forthcoming National Landscape Character Map and national guidance on local landscape character assessments.*

GIO17: Views and Prospects Study *To undertake a 'Views and Prospects' study to identify and protect the key views and prospects of the city. Additional views and prospects may be identified through the development management process and local area plans.*

GIO18: Landscape Conservation Areas Review *To investigate the suitability of designating St. Anne's Park as a Landscape Conservation Area and to prepare a review to examine the potential for other Landscape Conservation Areas as appropriate during the timeframe of the development plan.*

GIO21: Protection and Connectivity of the Dublin Mountains with Dublin City *To support, as part of the Dublin Mountain Partnership, the proper planning and development measures for the protection and connectivity of the Dublin Mountains with Dublin City. To prepare and implement strategies for the conservation and enhancement of the landscape, visual amenity and biodiversity of the Dublin Mountains, in partnership with South Dublin County Council and Dún-Laoghaire Rathdown County Council.*

GIO40: National Marine Planning Framework *To comply with the policies and objectives of the National Marine Planning Framework as it relates to the city's coastal zone with respect to the planning and resource management of the marine area.*

GIO41: Dublin City Tree Strategy 2016 *To support the implementation of the Dublin City Tree Strategy 2016 and any future revision thereof, which sets a vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.*

GIO41: Dublin City Tree Strategy 2016 *To support the implementation of the Dublin City Tree Strategy 2016 and any future revision thereof, which sets a vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.*

GIO57: Public Rights of Way *To identify further significant public rights of way during the lifetime of the development plan and to update the 'Public Rights of Way' map.*

18.2.2 Study Area

Using terrain-modelling techniques combined with the Project specification, a map was created which identified areas from which the ABR2 Project may theoretically be visible. This Zone of Theoretical Visibility (ZTV) is the area within which views of the ABR2 Project can theoretically be obtained, determined by the topography of the area and is representative of a theoretical worst-case scenario in line with current guidance.

The ZTV was utilised in the production of a Zone of Visual Influence map (refer **Figure 18-1** below), which forms the basis for the Study Area associated with the ABR2 Project for both landscape and visual impact assessment. It is noted that whilst the ZTV does not consider localised features such as built form or vegetation which influence the extent to which the ABR2 Project may be perceived or viewed, the ZVI has been refined following site works to indicate the extent to which the ABR2 Project may be visible in view. In practice, the actual visibility of the ABR2 Project is considerably less in extent than the theoretical one, since individual elements of the proposal are difficult to focus on at long distances, and localised changes in topography and built form tend to restrict views.

Determination of the Landscape and Visual Impact Study Area was based on the ABR2 Project Boundary, the wider area in which it is set and the area from which the ABR2 Project is visible. Due to the character of the surroundings and the nature of the ABR2 Project beyond 3km, it is anticipated that no likely significant effects will occur on the landscape character, land-based designations and visual receptors.

A proposed 3km Study Area is deemed appropriate for this LVIA. The ZVI has been further assessed against the footprint of the ABR2 Project, the receiving landscape and perceptibility of elements of the ABR2 Project, particularly when viewed against the surrounding topographical changes and built form. The ZVI has been used

to refine the Visual Study Area within the 3km study area, with a description of the actual visual impacts arising because of the ABR2 Project described in later sections of this chapter.

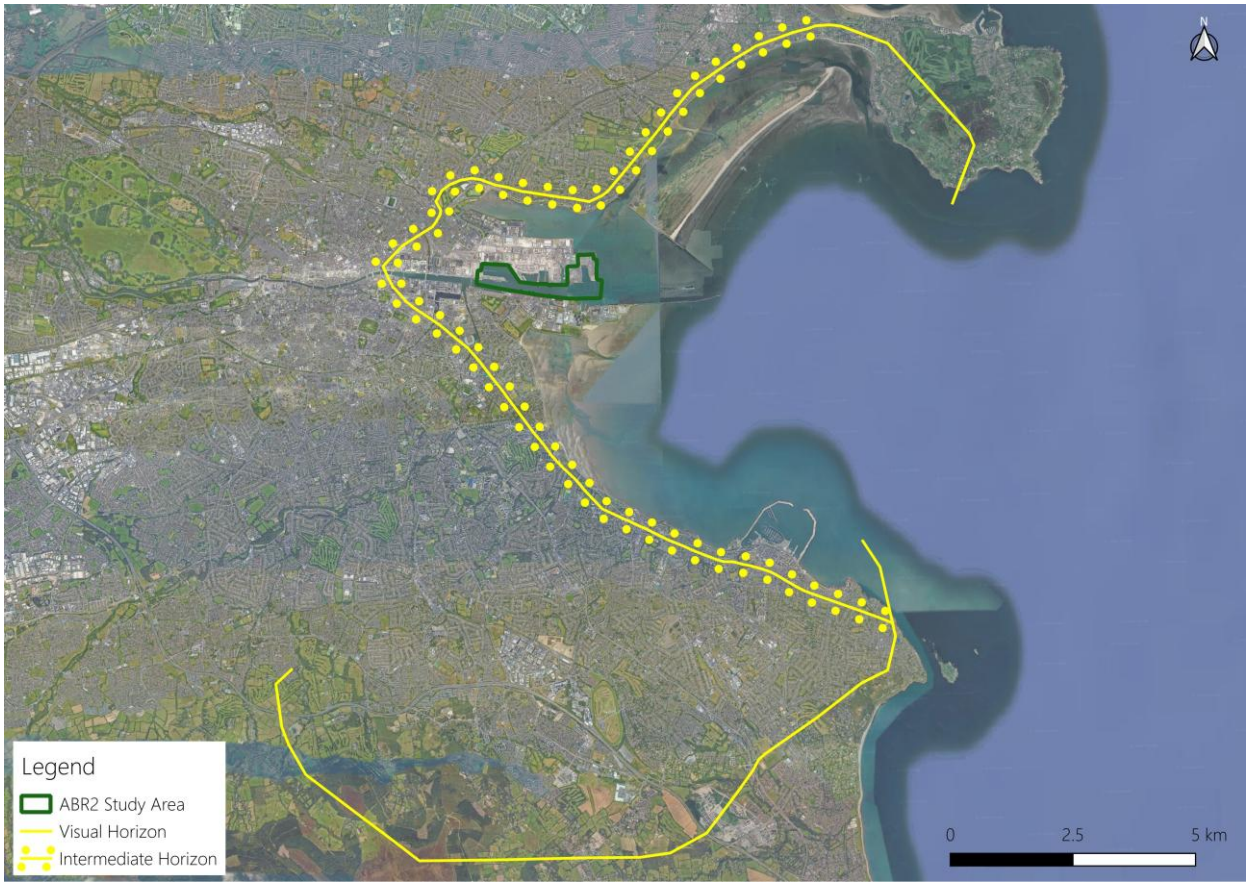


Figure 18-1: Landscape and Visual Impact Study Area

18.2.3 Baseline

The baseline environment relevant to this EIAR Chapter was informed by a Desktop Study supported by a field visit to verify Visual Receptors and to verify the extent to which the ABR2 Project may be visible in available views.

18.2.3.1 Desktop Study

Information on the baseline environment was collected through a desktop review of existing studies and datasets.

The sources used to inform the baseline environment are provided in **Table 18-1**.

Table 18-1: Summary of Key Desktop Data Sources for Landscape and Visual Impact Assessment.

Data Title	Source/Author	Year
Dublin City's Development Plan 2022 – 2028	Dublin City Council	Adopted 2022
Maps and Data Designation Viewer	National Parks & Wildlife Service	2026

18.2.3.2 Site-specific Surveys

Site visits were undertaken to assess the existing environment, establish the existing visual resource and to identify sensitive receptors, i.e. residential properties and scenic viewpoints.

During site visits, the potential effects on landscape character and visual impacts arising from the ABR2 Project were also considered.

18.2.4 Consultation

Following completion of the EIA Scoping Report, consultation was undertaken to obtain opinions regarding the ABR2 Project and its potential and scope for significant effects.

Whilst no specific comments relating to landscape or visual receptors were received following the submission of the Scoping Report, Dublin City Council advised that "*that the EIAR should take account of the Dublin City Development Plan 2022–2028.*".

As such, this LVIA chapter has taken into consideration and accounted for the relevant Policies, Objectives and designations defined within the Dublin City Development Plan 2022 – 2028 within the relevant sections of this report.

18.2.5 Assessment Criteria and Assessment of Significance

18.2.5.1 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.

The effects of the construction phase of the ABR2 Project are temporary, short-term effects; thus, the effects on the landscape and visual resource that occur during the construction period, such as the use of construction machinery and/or vessels, are reversible. Where effects arise during the construction period, these are most likely to be because of: movement of construction machinery within the landscape; construction of new structures and construction activities within the site boundary, all of which are short-term in duration.

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

18.2.5.2 Assessment Criteria

The objective of the assessment process is to identify and evaluate the predicted significant effects arising from the ABR2 Project. 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; and

- Secondly its Scale or Magnitude, derived from a consideration of the size/scale, geographical extent, duration, and reversibility of the ABR2 Project.

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, 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.

18.2.5.3 Landscape Impact Assessment

The LVIA firstly assesses how the ABR2 Project would impact directly on any landscape features and resources. This category of effect relates to specific landscape elements and features that are components of the landscape that may be physically affected by the ABR2 Project.

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. This is a direct impact on the landscape character.

Secondly, the indirect impacts of the ABR2 Project 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 character assessments. It is acknowledged that there is an overlap between perception of change to landscape character and visual amenity, but it should be remembered that landscape character is generally derived from the combination and pattern of landscape elements within the view.

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 the ABR2 Project is fundamental to landscape and visual assessment, and these two criteria are defined in more detail below.

18.2.5.4 Landscape Sensitivity

The determination of the sensitivity of the landscape receptor is based upon an evaluation of the elements or characteristics of the landscape likely to be affected. The evaluation reflects such factors as its quality, value, contribution to landscape character and the degree to which the landscape feature, element or characteristic can be replaced or substituted.

GLVIA 3 at paragraph 5.39 states that "*landscape receptors need to be assessed firstly in terms of their sensitivity, combining judgments of their susceptibility to the type of change or development proposed and the value attached to the landscape.*"

Susceptibility is defined by GLVIA 3 at paragraph 5.40 as "*the ability of the landscape receptor (whether it be the overall character or quality/ condition of a particular landscape type or area, or an individual element and/ or feature, or a particular aesthetic and perceptual aspect) to accommodate the ABR2 Project without due*

consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies".

The value of a landscape receptor is determined with reference to the presence of relevant landscape designations and their level of importance. For this assessment, landscape value is categorised as:

- Very High: Areas of landscape acknowledged through designation, or other landscape-based sensitive areas. These are of landscape significance within the wider region or nationally.
- High: Areas that have a very strong positive character with valued and consistent distinctive features that give the landscape unity, richness, and harmony. These are of landscape significance within the district.
- Medium: Areas that exhibit positive character, but which may have evidence of alteration/degradation or erosion of features, resulting in a less distinctive landscape. These may be of some local landscape significance with some positive recognisable structure.
- Low: Areas that are generally negative in character, degraded or in poor condition. No distinctive positive characteristics, and with little or no structure. Scope for positive enhancement.
- Negligible: Areas that have a distinct absence of positive landscape characteristics. Significant presence of landscape detractors.

As previously discussed, 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, negligible, low, medium, high or very high. **Table 18-2** defines the criteria that have guided the judgment as to the overall sensitivity of the landscape resource.

Assessments of susceptibility and value of a particular landscape resource may be different, and professional judgement will always be used to conclude on the judgement of sensitivity. For example, value may be high, and susceptibility may be low, and a professional judgement will be made to determine whether sensitivity is high, low or in between, supported by a narrative explanation.

Table 18-2: Landscape Sensitivity

Definition		Sensitivity
Landscape resource susceptibility	**Landscape resource value**	
Exceptional landscape quality, no or limited potential for substitution. Key elements / features well known to the wider public. Little or no tolerance to change	Nationally / internationally designated/ valued landscape, or key elements or features of national/ internationally designated landscapes. Little or no tolerance to change	Very High
Strong/ distinctive landscape character; absence of landscape detractors.	Regionally/ nationally designated/ valued countryside and landscape features.	High

Low tolerance to change.	Low tolerance to change.	
Some distinctive landscape characteristics; few landscape detractors. Medium tolerance to change.	Locally / regionally designated/ valued countryside and landscape features. Medium tolerance to change.	Medium
Absence of distinctive landscape characteristics; presence of landscape detractors. High tolerance to change	Undesignated countryside and landscape features. High tolerance to change	Low
Absence of positive landscape characteristics. Significant presence of landscape detractors. High tolerance to change	Undesignated countryside and landscape features. High tolerance to change	Negligible

18.2.5.5 Magnitude of Landscape Impact

The effect on landscape receptors and the overall judgement of the magnitude of effect is based on combining judgements on "*size or scale, the geographic extent of the area influenced, and its duration and reversibility*" (GLVIA3, paragraph 5.48).

Direct resource changes on the landscape character in the study area are brought about by the introduction of a development and its impact on the key landscape characteristics. Judgements regarding the magnitude of landscape impact are indicated in **Table 18-3** below.

Table 18-3: Magnitude of Landscape Impact

Definition	Magnitude of Impact
Total loss or addition of or very substantial loss or addition of key elements / features / patterns of the baseline, i.e., pre-development landscape and/ or introduction of dominant, uncharacteristic elements with the attributes of the receiving landscape	Large
Partial loss or addition of or moderate alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development landscape and / or introduction of elements that may be prominent but may not necessarily be substantially uncharacteristic with the attributes of the receiving landscape.	Medium
Minor loss or addition of or alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development landscape and or introduction of elements that may not be uncharacteristic with the surrounding landscape.	Small
Very minor loss or addition of or alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development landscape and/or introduction of	Negligible

elements that are not uncharacteristic with the surrounding landscape approximating to a 'no-change' situation.	
No loss, alteration or addition to the receiving landscape resource	No change

18.2.5.6 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 is an assessment of how the introduction of a proposed development will affect views within the study area. The Assessment of visual effects therefore, needs to consider:

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

Viewpoint locations (refer **Figure 18-2**) have been selected to meet the following criteria;

- A balance of viewpoints from where main direction of view is towards the ABR2 Project;
- A range of views of the ABR2 Project covering the extent of the study area;
- A proportion representing areas known to be available to the community where people may frequently congregate; and
- Locations of interest e.g. settlements.

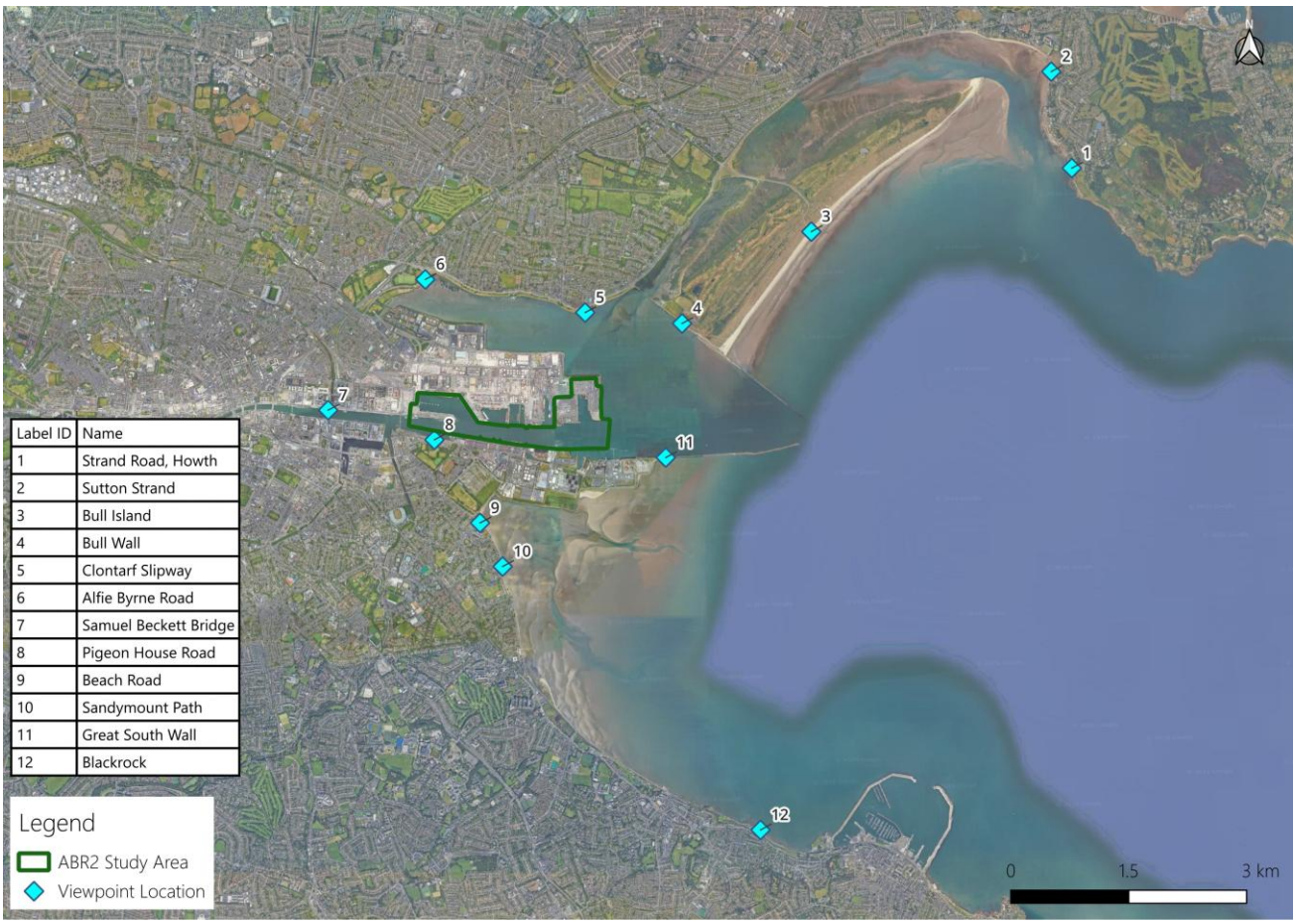


Figure 18-2: Viewpoint Locations

For each of the viewpoint locations assessed as part of this LVIA, a series of photographs have been taken by a professional photographer using a high quality digital SLR with a full-frame sensor and a 50mm fixed focal length lens on a tripod, for horizontal alignment, to record the view available.

A record is taken of the light, visibility conditions, camera height above ground, time of day, viewpoint coordinates (recorded to the nearest 1m using GPS) and the bearing of each view. The arc of view at each location depends upon the proximity of the ABR2 Project.

18.2.5.7 Sensitivity of Visual Receptors

For visual receptors, judgments 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 Trail is nationally valued for its access, not necessarily for its views.

Paragraph 6.32 of the 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.*"

Other factors affecting visual sensitivity include:

- The location and context of the viewpoint;
- The expectations and occupation or activity of the receptor; and
- The importance of the view.

Judgements on the overall visual sensitivity/ susceptibility are provided in **Table 18-4** and overall sensitivity of the visual resource is 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 18-4: Magnitude of Landscape Impact

Definition		Sensitivity
Visual resource susceptibility	**Visual resource value**	
Exceptional landscape quality, no or limited potential for substitution. Key elements / features well known to the wider public. Little or no tolerance to change	Nationally / internationally designated/ valued landscape, or key elements or features of national/ internationally designated landscapes. Little or no tolerance to change	Very High
Views of remarkable scenic quality, of and within internationally designated landscapes or key features or elements of nationally designated landscapes that are well known to the wider public. Little or no tolerance to change.	Observers, drawn to a particular view, including those who have travelled to experience the views. Little or no tolerance to change	High
Views from residential property. Public rights of way, National Trails, Long distance walking routes and nationally designated countryside/ landscape features with public access. Low tolerance to change.	Observers enjoying the countryside from their homes or pursuing quiet outdoor recreation are more sensitive to visual change. Little tolerance to change	Medium
Views from local roads and routes crossing designated countryside / landscape features and 'access land' as well as promoted paths. Medium Tolerance to change.	Observers enjoying the countryside from vehicles on quiet/ promoted routes are moderately sensitive to visual change. Medium tolerance to change	Low
Views from workplaces, main roads and undesignated countryside / landscape features. High tolerance to change.	Observers in vehicles or people involved in frequent or infrequent repeated activities are less sensitive to visual change. High tolerance to change	Negligible

18.2.5.8 Magnitude of Visual Impacts

The magnitude of impact on the visual resource results from the scale of change in the view, with respect to the loss or addition of features in the view, and changes in the view composition. Important factors to be considered include the proportion of the view occupied by the proposal, distance and duration of the view. Other vertical features in the landscape and the backdrop to the proposal will all influence resource change. The magnitude of visual impact is defined in **Table 18-5** below.

Table 18-5: Magnitude of Visual Impact

Definition	Magnitude of Impact
Complete or very substantial change in view dominant involving complete or very substantial obstruction of existing view or complete change in character and composition of baseline, e.g., through removal of key elements	Large
Moderate change in view: which may involve partial obstruction of existing view or partial change in character and composition of baseline, i.e., pre-development view through the introduction of new elements or removal of existing elements. Change may be prominent but would not substantially alter scale and character of the surroundings and the wider setting. Composition of the view would alter. View character may be partially changed through the introduction of features which, though uncharacteristic, may not necessarily be visually discordant	Medium
Minor change in baseline, i.e., pre-development view - change would be distinguishable from the surroundings whilst composition and character would be similar to the pre change circumstances.	Small
Very slight change in baseline, i.e., pre-development view - change barely distinguishable from the surroundings. Composition and character of view substantially unaltered.	Negligible
No alteration to the existing view	No change

18.2.5.9 Significance of Effects

As previously stated, the purpose of this LVIA is to determine, in a transparent way, the likely significant landscape and visual effects of the proposal. It is accepted that, due to the nature and scale of the development, the ABR2 Project could potentially give rise to some notable visual or landscape effects.

GLVIA3 identifies that: "*… a final judgment is made about whether or not each effect is likely to be significant. There are no hard and fast rules about what effects should be deemed 'significant' but LVIAs should always distinguish clearly between what are considered to be significant and non-significant effects*".

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.

As a general guide it is considered that the following are likely to be considered effects of the greatest significance:

- Major loss or irreversible negative effects, over and extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes; or
- Irreversible negative effects on people who are particularly sensitive to changes in view, on recognised and important viewpoints or scenic routes, large-scale change which introduces non-characteristic, discordant or intrusive elements into the view.

Significance can only be defined in relation to each 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 judgments about receptors and effects should be combined to derive significance and to explain how this conclusion has been arrived at.

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 six-point scale: Substantial, Major, Moderate, Minor, Negligible or None as presented in **Table 18-6**, which contains a description of the Significance of Effect Criteria.

Table 18-6: Significance of Effect Criteria

Significance of Effect	Landscape Resource	Visual Resource
None	Where the project would not alter the landscape character of the area.	Where the project would retain existing views.
Negligible	Where proposed changes would have an indiscernible effect on the landscape character of an area.	Where proposed changes would have a barely noticeable effect on views/visual amenity.
Minor	Where proposed changes would be at slight variance with the landscape character of an area.	Where proposed changes to views, although discernible, would only be at slight variance with the existing view.
Moderate	Where proposed changes would be noticeably out of scale or at odds with the landscape character of an area.	Where proposed changes to views would be noticeably out of scale or at odds with the existing view.
Major	Where proposed changes would be uncharacteristic and/or would significantly alter a valued aspect of (or a high quality) landscape.	Where proposed changes would be uncharacteristic and/or would significantly alter a valued view or a view of high scenic quality.
Substantial	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 landscape (where there is no or limited potential for substitution nationally).	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 **Table 18-7** as being Substantial or Major to Substantial are regarded as being significant.

For those effects indicated as being of 'Minor to Moderate', 'Moderate' or 'Moderate to Major' the assessor has exercised professional judgement in determining if the effect is significant, taking account of site-specific or location specific variables which are given different weighting in each instance according to location.

Table 18-7: Significance of Effect Matrix

Magnitude of Impact	Sensitivity				
	Negligible	Low	Medium	High	Very High
No Change	No Change	No Change	No Change	No Change	No Change
Negligible	Negligible	Negligible to Minor	Negligible to Minor	Minor	Minor
Small	Negligible to Minor	Negligible to Minor	Minor	Minor to Moderate	Moderate to Major
Medium	Negligible to Minor	Minor	Moderate	Moderate to Major	Major to Substantial
Large	Minor	Minor to Moderate	Moderate to Major	Major to Substantial	Substantial

A conclusion that an effect is 'significant' should not be taken to imply that the proposal is unacceptable. Significance of effect needs to be considered regarding the scale over which it is experienced and whether it is beneficial or adverse.

18.2.5.10 Cumulative Effects

The methodology for assessment of cumulative impacts has been derived from Guidelines for Landscape and Visual Impact Assessment, Third Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2013) (GLVIA3).

The purpose of the Cumulative Landscape and Visual Impact Assessment (CLVIA) is to consider the landscape and visual impacts of the ABR2 Project when viewed in context with other similar developments.

Cumulative effects consist of direct effects on the physical character of the site containing the development, and indirect, perceived effects on the character of areas from which the developments would be visible. GLVIA3 identifies effects as follows:

- Cumulative effects as "*the additional changes caused by a project in conjunction with other similar developments or as the combined effect of a set of developments, taken together*" (NatureScot, formerly SNH, 2012:4).

- Cumulative landscape effects as effects that "*can impact on either the physical fabric or character of the landscape, or any special value attached to it*" (NatureScot, 2012:10).
- Cumulative visual effects as effects that can be caused by combined visibility, which "*occurs when the observer is able to see two or more developments from one viewpoint*" and/or sequential effects, which "*occur when the observer has to move to another viewpoint to see different developments*" (NatureScot, 2012:11).

The significance of any identified cumulative landscape and visual effect has been assessed as per the main LVIA methodology. These categories have been based on the same combination of receptor sensitivity and predicted magnitude of impact to identify the residual significance of effects.

18.3 Baseline Environment

18.3.1 Scale and Character

Dublin Port Estate is comprised of the South Estate (58ha) and the North Estate (207ha) and is located on the eastern coastline of Ireland. The ABR2 Project is wholly located and contained within the North Estate associated with Dublin Port.

Dublin Port is surrounded by tall buildings and structures in a busy and active harbour context that is in a constant state of flux on a 24-hour basis. To the southeast of the site are located the most notable features nearby that are the twin stacks of the Poolbeg Power Station, which are both 210m tall. The twin stacks are recognised landmarks in the Dublin City landscape and at the entrance to Dublin Port. The large-scale built form associated with Dublin Waste to Energy (Covanta Plant) and its unique building outline and form create a secondary, recognisable built landmark to the southeast, which is further enhanced by the twin stack chimneys associated with this development.

The coastal location of the proposed site results in potential views from the north and south due to the flat nature of the harbour area in this part of Dublin Bay. It is only at Howth and Dalkey/Killiney that the rocky coastline returns and extends to cliffs and hills.

Dublin Port provides for a range of dockside and water-based activities and uses that dictate the visual appearance and types of vessels that berth in and around the site, particularly within the primary areas of works located at Alexandra Basin West and the basin of Berths 52/53.

The existing land-use within Alexandra Basin West is solely port-based, with several tall buildings located adjacent to the dockside and associated operational berths. The newly constructed Cross Quay Berth, a 273m long berthing facility, provides accommodation for large multi-purpose vessels and roll-on/roll-off (Ro-Ro) vessels. Berths 29 to 31, located within Alexandra Basin West, provide facilities for predominantly bulk carriers with fixed bulk handling facilities at the quay side. Quayside features include hopper systems and cranes for offloading bulk materials such as grain. An elevated conveyor system is a notable feature of this area. Several buildings are set back to the north of the quay that are used for bulk handling and storage. Vessels berthing here are generally of varying sizes. Berths 32 to 34, located within the Alexandra Basin area, are multipurpose and are primarily utilised for the importation and exportation of a variety of cargo and materials, primarily

container-based, with resulting stacks of containers visible in views from the south. It is noted however that these berths are also used for a variety of activities, including bulk importation, project cargoes (such as wind turbines), vehicle imports and during the summer months, provide berths for cruise ships.

In relation to the existing land use associated with Berths 52/53, both berths cater for Ro-Ro cargo with ramps visible to varying degrees, as the ramp associated with Berth 53 has been partially demolished.

Further facilities for general cargo and bulk (including cement exports) are also handled on Berth 35 at the end of Ocean Pier. Mobile cranes are a feature of these berths, with several buildings located to the rear. There is a dedicated bulk jetty with a sealed conveyor system that connects into a transfer building, which takes ore off a train from Tara Mines. The hopper delivers material to the north side of the jetty to small and medium-sized bulk ships. At the North Wall Quay Extension Ro-Ro vessels use Ro-Ro ramps for a facility operated by P&O.

Large cruise ships are a regular feature of the study area. They are a positive feature and an attraction to passers-by. On the south side of the Port, there is a small leisure boating area (Poolbeg Marina) that contrasts in scale to the larger vessels to the north. Further Port facilities are also located on the southern side of the river and adjacent to Poolbeg Power Station, including container storage areas and Lo-Lo facilities.

The Great South Wall beyond the power station is used by the local community for walking and recreation purposes. North Bull Island is similarly used by the local community and wider community for walking, recreational (including golf) and nature conservation activities.

Beyond the port, residential development extends to the sea at Sandymount and Merrion to the south and Clontarf and Raheny to the north. The industrial harbour and residential areas are broken up by significant areas of public open space, which provide formal and informal recreation for the local community and visitors alike, such as Fairview Park and St Anne's Park to the north and Sandymount Promenade to the south. The coastline is followed by an extensive footpath and cycle path system that is popular with the local community for informal recreation and links further open spaces along the eastern parts of Dublin City. The footpaths extend as far as Poolbeg Lighthouse on the Poolbeg Peninsula and permit extensive views along the coast. Dublin City has a generally flat topography, and medium and long-distance views within the built fabric of the city are extremely limited.

18.3.1.1 Baseline Landscape Character Areas

The landscape character of the study area can be described by the use of the following distinctive landscape character areas (refer **Figure 18-3** below):

18.3.1.1.1 Urban Residential

Residential development consisting primarily of two and single-storey buildings is the predominant landscape feature in the surrounding study area. Dollymount, Clontarf and Fairview lie to the north, whilst to the south lie Ringsend and Irishtown. Further south are Sandymount, Merrion and Booterstown. Occasionally, larger buildings in the form of schools, office blocks and churches break the residential landscape.

The visual quality of the landscape is low and overall, this landscape character area has a low sensitivity to change.

18.3.1.1.2 Harbour-Based Industrial

Dublin Port is a significant landmark on the eastern side of Dublin City. Industrial and commercial activity within the Port area is extensive and is primarily experienced locally. Passenger ferries departing from Dublin to Holyhead and Liverpool daily (and to the Isle of Man seasonally) for a regular sense of movement within the Port, along with crane movement associated with the disembarkation of various cargoes.

The Port area also acts as a major transport route between north and south Dublin via the East Link Bridge. The twin stacks of Poolbeg Power Station dominate this industrial port landscape. Vertical elements are frequent and include stacks, cranes and associated lifting facilities.

The visual quality of the landscape is low, and overall, this landscape character area has a low sensitivity to change.

18.3.1.1.3 Urban Parkland

Several large public open spaces are in the study area associated with the ABR2 Project, with coastal promenades and walkways located to the north at Clontarf and south at Sandymount. These coastal walkways are popular with visitors and the local community and provide panoramic views of Dublin Bay.

Bull Island is located to the northeast of the proposed site for the ABR2 Project and primarily consists of a flat duneland habitat. The island contains two golf courses (St. Anne's and Royal Dublin). The strand on the island is popular in summer months.

Large formal gardens are also frequent, such as Fairview Park and St. Anne’s Park. Both parks contain mature parkland landscapes and recreational facilities. Irishtown Nature Park is located immediately south of the proposed site. This Nature Park is zoned as a Natural Habitat Area in the Docklands Area Master Plan. Recreational facilities are also provided at Ringsend Park and Sean Moore Park.

The visual quality of the urban parkland is high, providing a valued resource to the local community and overall, this landscape character is judged to have a high sensitivity to change.

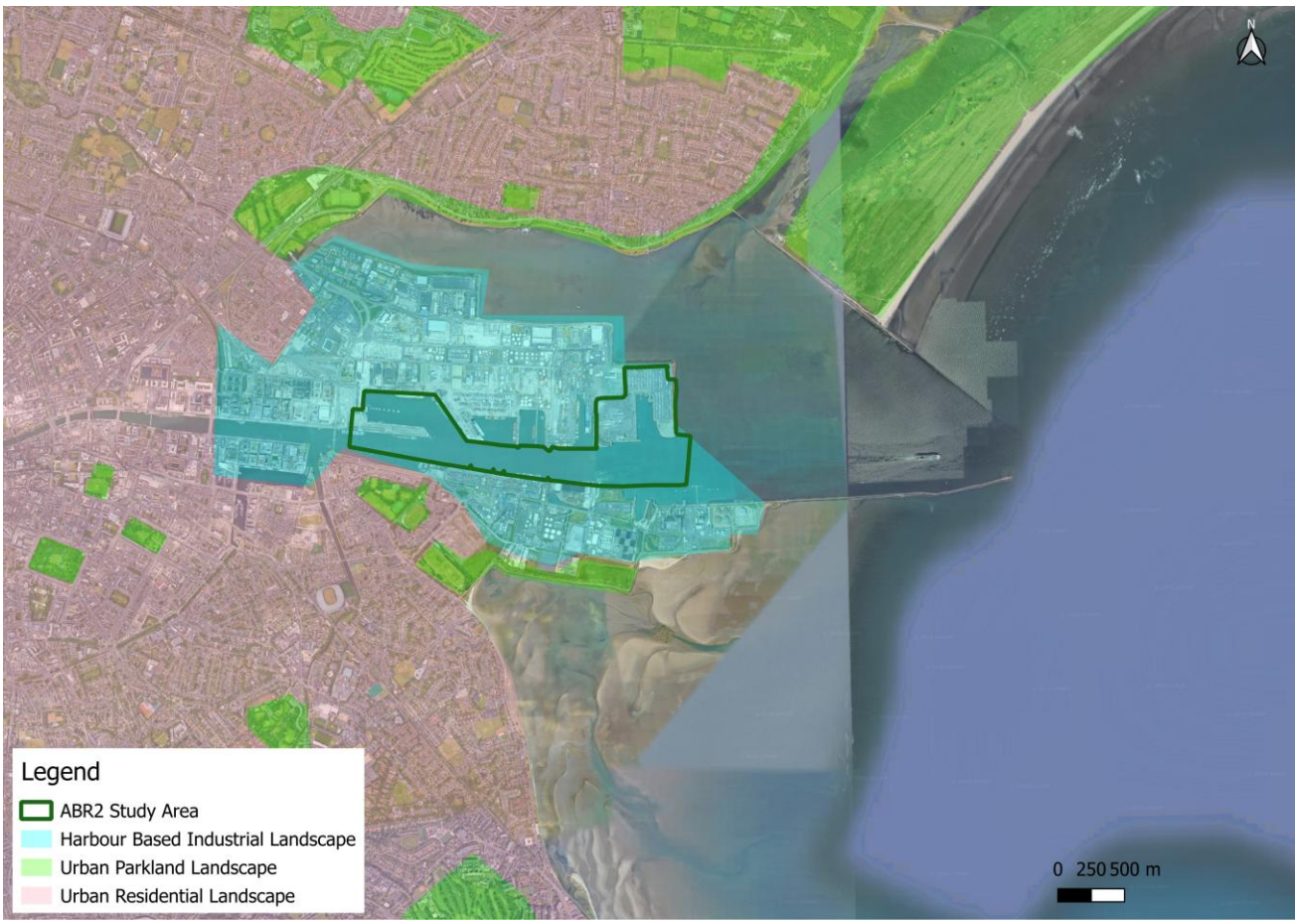


Figure 18-3: Landscape Character Areas

18.3.2 Visual Context

The ZVI, as illustrated in **Figure 18-1** indicates that there is potential for extensive views of the proposed site available from shoreline areas in proximity to the existing port. Views from the northeast extend to Howth and Sutton Strand. The existing twin stacks at Poolbeg and taller port infrastructure are visible in long-distance glimpse views from as far as the M50 between the M1 junction and the N3 junction.

Intermittent views only are available from the M50, though it is difficult to discern detail from such distances (approximately 10km). West of the proposed site, the built components of Dublin City severely restrict views beyond the quays. Individual tall buildings within the City Centre will potentially have views of the proposed site. Broadly, the views are limited to Custom House Quay in the direction of the City Centre. The coastal road from Sutton to Ringsend and from Sandymount to Dun Laoghaire will have intermittent views of the proposed site (R105; R131; R118; N31). Long-distance views from the south extend as far as Killiney and the Dublin Mountains.

18.3.3 Landscape Planning Designations

As previously mentioned in **Section 18.2.1.5**, the site for the ABR2 Project is located within Dublin Port - where the Dublin City Development Plan 2022 – 2028 (DCDP) provides the extent development plan framework.

Section 10.5.3 (Landscape) of the DCDP recognises that "*Dublin's setting, on the River Liffey and around Dublin Bay, with the Dublin Mountains to the south and Howth peninsula to the north is unique.*" The DCDP further recognises in Section 10.5.3 that the "*.. city's natural, historic and dynamic contemporary landscapes define the city and give it its character and identity. This includes the coastal landscape, inland waterways, the city's historic parks and urban quarters including the Docklands. It is critical to retain existing key landscapes and open spaces which offer so much to the city in terms of amenity and character and which give people a sense of identity and place. Within Dublin City, there are outstanding landscapes of national importance including a National Special Amenity Area at North Bull Island and a National Historic Park – the Phoenix Park.*"

18.3.3.1 Key Views and Prospects

The DCDP also identifies, within Volume 5; Figure 5.15, the location and direction of Key Views and Prospects for Dublin City. Relevant policy associated with Key Views and Prospects is identified from the DCDP as;

GI20: Views and Prospects *To promote the city landscapes, including rivers, canals, Dublin Mountains and Dublin Bay, as a major resource for the city and forming core areas of the green infrastructure network.*

A review of the DCDP has identified that there are no Key Views and Prospects located in proximity to the site for the ABR2 Project. Identified Views and Prospects on Volume 5; Figure 5.15 indicates that all views are generally city centre in nature and located to the west of Dublin Port and focused on the City and away from the Port area.

18.3.3.2 Green Infrastructure and Recreation

Chapter 10; Figure 10.1 of the DCDP illustrates Existing Strategic Green and Blue Network in Dublin City, within which policies include those aimed at improving biodiversity, amenity and the creation of linear parks.

A review of this figure indicates that the ABR2 Project does not overlap with any of the existing identified Strategic Green and Blue Networks within Dublin City.

In respect of landscape specifically, the following Policies are listed within Chapter 10:

- GI19 - *To continue to protect and enhance the city's landscape and seascape, the amenities of places and features of natural beauty and interest, through sustainable planning and design for both the existing community and for future generations in accordance with the National Landscape Strategy 2015 – 2025 and any updated strategy.*
- GI20 - *To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage*.
- GI21 - *To promote the city landscapes, including rivers, canals, Dublin Mountains and Dublin Bay, as a major resource for the city and forming core areas of the green infrastructure network.*
- GI23 - *To continue to protect and enhance landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention.*

18.4 Description of Likely Significant Effects

The ABR2 Project is described in detail in **Chapter 5 Project Description,** and as such, only a brief description of the proposed construction phase operations and works associated with the ABR2 Project is included within this section.

There are two main components to the ABR2 Project, which entail works at; Alexandra Basin West and Berths 52/53.

Alexandra Basin West works include;

- Dredging works within Alexandra Basin West to achieve a standard depth of -10m Chart Datum (CD); and
- Movement of barges to Berths 52/53 basin area.

Berths 52/53 works include;

- Dismantling and removal of existing infrastructure;
- Infilling of the basin of Berths 52/53 with treated dredged material for land reclamation; and
- Raising of existing surface levels by 1.4m.

Other components that have been considered and assessed as part of the LVIA include.

- Treatment of dredged materials within an onshore facility (soil washing and sediment treatment processes);
- Onshore storage of treated materials prior to translocation to Berths 52/53 as part of the infilling operations;
- Movement of treated materials between the treatment plant, storage areas and Berths 52/53; and
- Movement of shipping to offshore areas for the disposal of sediment extracted during dredging works at Alexandra Basin West.

For this LVIA, the ABR2 Project has been assessed in its entirety rather than as individual components as a worst-case scenario; however, where necessary, the impact of individual components has been described.

18.4.1 Assessment of Construction Effects (Landscape)

The site for the ABR2 Project lies wholly within the landscape character area identified as Harbour Based Industrial, and it is considered that elements of the ABR2 Project have the potential to give rise to direct effects only on this character area.

Indirect effects upon remaining identified character areas are not considered to be significant due to the enclosing nature of the built form, either in proximity to the ABR2 Project area or directly adjacent, such that remaining character areas are not assessed further in the following section of this Chapter.

An assessment of the significance of the impact of the proposed works associated with the ABR2 Project during construction is summarised below and has been based on the following potential construction stage impacts;

- Change and/ or alteration to key components of the landscape character;
- Machinery for site preparation/enabling works, dredging and demolition operations;
- Site infrastructure and access; and
- Construction phase machinery, shipping and plant movements.

Table 18-8: Assessment of Construction Effects (Landscape)

Harbour Based Industrial	
Significance and Sensitivity of Landscape Resource	The character, associated with this low-lying industrialised area, associated with Dublin Port is generally of a robust character which undergoes frequent change and alteration either through continued infrastructure improvements or because of movement associated with large shipping frequenting the port development or movement of cranes and other large-scale machinery associated with the frequent movement, loading and offloading of cargo from berthed shipping. The current port activities are a prominent, constituent part of this landscape character area and the site for the ABR2 Project and its environs is characterised by the constant movement of shipping into and out of the port area, movement of cranes, containers and HGV's frequenting the dockside areas. The rating for the landscape significance and sensitivity is judged to be Low as the character of the landscape has a high tolerance to change.
Magnitude of Impact – Construction Stage	Ground-level operations, onshore machinery movements, and water-based activities associated with the construction phase of the ABR2 Project are judged to be temporary in duration and limited in extent, with alterations perceived as a localised modification when compared against the existing baseline character. Construction phase activities will have a limited landscape resource change due to the condition of the existing site as an industrial landscape. Temporary stockpiles for treatment of and subsequent movement of dredged material associated with infilling works at Alexander Basin West will not significantly alter the current landscape character of the site. Overall, the magnitude of impact arising because of the construction phase operations is judged to be small.
Significance of Landscape Effect during Construction Phase	Negligible to Minor, assessed as **Minor, direct, temporary,** assessed as not significant effects are predicted to be experienced during the construction phase of the ABR2 Project.

18.4.2 Assessment of Construction Effects (Visual)

An assessment of the significance of the visual impact arising because of the proposed works associated with the ABR2 Project during construction is summarised below and has been based on the following potential construction stage impacts;

- Obstruction of views;
- Change and/ or alteration to key components of the landscape character;

- Machinery for site preparation/enabling works, dredging and demolition operations; and
- Site access and vehicular and plant movements.

Table 18-9: Assessment of Construction Effects (Visual) – Viewpoint 1

Viewpoint 1 – Strand Road	
Description of existing view and potential receptors	This viewpoint is located adjacent to the stone walling forming the western boundary of Strand Road on the northern side of Dublin Bay. The existing view available from this location is expansive and panoramic in nature, with open views south-west across Dublin Bay towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin forms the backdrop, whilst built form associated with Dublin and Dublin Port are visible at lower elevation within the central portion of the view. The twin stacks of Poolbeg power station are visible, locally punctuating the distant horizon, with further localised punctuation of the horizon formed by existing built form associated with Dublin City Centre. The existing port facilities are in this view direction to the southwest from Howth, but are a distant feature in views and read as part of the wider cityscape visible from this view. More prominent and notable landmarks include: former Pigeon House Power Plant; Covanta Waste to Energy (WtE) Plan and stacks with plume; ESB Power Plant and stack with plume; Aviva Stadium; The Exo Building and buildings at Sir John Rogerson's Quay. The view is considered to be representative of peripheral views experienced by road users travelling north/ south on Strand Road, though is considered to be experienced primarily by recreational receptors and residential receptors in the vicinity.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Strand Road are judged to be of a medium susceptibility to change, as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity are judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be easily perceived in the view due to attenuation by distance and the low elevation location of the works. Where perceived, operations and movements are well below existing horizon lines and against a strongly urbanised backdrop, which will aid integration. The magnitude of impact on the visual resource is equivalent to no change, as construction phase operations will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-10: Assessment of Construction Effects (Visual) – Viewpoint 2

Viewpoint 2 – Sutton Strand	
Description of existing view and potential receptors	This viewpoint is located on the footpath forming the western edge of the public open space adjacent to Strand Road on the northern side of Dublin Bay. The existing view available from this location is expansive and panoramic in nature, with open views south-west across Dublin Bay towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin form the backdrop. There is a lack of any screening, and the view is open, direct and panoramic. The existing port facility is a distant feature, and it is hard to make out much detail of its component parts. The Dublin Mountains form the backdrop to the view to the left. The existing Poolbeg power station, chimney stacks and Covanta WtE Plant are the most prominent structures in the view. Ships coming and going from the port will be noticeable visual features. Bull Island is visible to the right of the view, with further cityscape visible beyond. The view is considered to be representative of views experienced by recreational receptors and residential receptors in the vicinity, though it is also considered to be representative of peripheral views experienced by transient road users on Strand Road and the R105.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Strand Road and the R105 are judged to be of a medium susceptibility to change, as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however, the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity are judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be easily perceived in the view due to attenuation by distance and the low elevation location of the works. Where perceived, operations and movements are well below existing horizon lines and against a strongly urbanised backdrop, which will aid integration. The magnitude of impact on the visual resource is equivalent to a no change, as construction phase operations will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-11: Assessment of Construction Effects (Visual) – Viewpoint 3

Viewpoint 3 – Bull Island	
Description of existing view and potential receptors	This viewpoint is located on the beach area forming the south-eastern edge of Bull Island, in proximity to the centrally located visitor centre. The existing view available from this location is expansive and panoramic in nature to the west, though it becomes partially restricted in nature to the south-west towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin form the backdrop, whilst built form associated with Dublin and Dublin Port are perceived above and beyond the localised intervening topographical changes within the central portion of the view. Views across the vegetated dune system towards the ABR2 Project site become more restricted as dunes become more elevated in nature. The twin stacks of Poolbeg power station are clearly visible, locally punctuating the distant horizon, with lower-level views of Dublin Port well screened by intervening topographical changes. It is possible to discern taller elements associated with Dublin Port, however, these form minor points of visual interest. The view is considered to be representative of the views experienced by recreational receptors on Bull Island.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views. The viewpoint is not representative of a Key View or Prospect; however, the overall value of the view is judged to be high as it is primarily experienced by recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity are judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived in the view due to a combination of attenuation by distance and screening by intervening topographical changes. The magnitude of impact on the visual resource is equivalent to a no change, as construction phase operations will not be perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-12: Assessment of Construction Effects (Visual) – Viewpoint 4

Viewpoint 4 – Bull Wall	
Description of existing view and potential receptors	This viewpoint is located on the existing road, associated with Bull Wall, which forms the south-western edge of Bull Island. The existing view available from this location is expansive and panoramic in nature to the south-west, with Dublin Port forming much of the interest within this portion of the view. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south-west of Dublin form the backdrop, whilst built form associated with Dublin Port is visible across the mid-distance portion of the view, located just above the waterline formed by Dublin Bay. The twin stacks of Poolbeg power station are clearly visible, punctuating the distant horizon, with lower-level views of Dublin Port available. Taller elements associated with Dublin Port, such as cranes and tower gantries, are visible in the view as minor points of interest and form strong visual draws due to contrast in colouration, though such features are read as a singular harbour-related industrial site. Existing shipping movements and visibility of berthed ships add variety and interest to the view. The view is considered to be representative of the views experienced by recreational receptors on Bull Island.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views. The viewpoint is not representative of a Key View or Prospect; however, the overall value of the view is judged to be high as it is primarily experienced by recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity are judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived separately within the view from this location. Visibility of construction phase operations will be screened, temporarily, by berthed shipping, though construction phase operations and movements are generally considered not to be distinguishable from existing operations and movements within the port facility. The magnitude of impact on the visual resource is judged to be negligible as construction phase operations will not be easily perceived separately from existing port operations in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	Minor, temporary, short-term duration and assessed as not significant.

Table 18-13: Assessment of Construction Effects (Visual) – Viewpoint 5

Viewpoint 5 – Clontarf Slipway	
Description of existing view and potential receptors	This viewpoint is located on the existing slipway facility to the immediate south-west of the car park facility at Clontarf, on the northern side of Dublin Bay, accessed from Clontarf Road. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the south-western portion of the view. The existing view is available from a low lying coastal footpath and slipway beside Clontarf Road that offers panoramic views across the shoreline along the coast and beyond. The existing chimney stacks at Poolbeg power station as well as the Covanta WtE Plant and stacks with plume are all notable landmarks in the view. The northern part of the existing port facilities are located within the view particularly the taller elements such as cranes, high mast lights and gantries that occasional break the skyline. Large storage tanks are prominent in the view to the right. The lower portions of the taller structures and remaining port facilities are read against the background of the Dublin Mountains The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of Clontarf Road and peripheral views available to transient road receptors traveling east and west.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Clontarf Road are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived separately within the view from this location. Visibility of construction phase operations will be screened, temporarily, by berthed shipping, though construction phase operations and movements are generally considered not to be distinguishable from existing operations and movements within the port facility. The magnitude of impact on visual resource is judged to be negligible as construction phase operations will not be easily perceived separately to existing port operations in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	Minor, temporary, short term duration and assessed as not significant.

Table 18-14: Assessment of Construction Effects (Visual) – Viewpoint 6

Viewpoint 6 – Alfie Byrne Road	
Description of existing view and potential receptors	This viewpoint is located on the eastern edge of the public open space to the southeast of the junction of Alfie Byrne Road and the R807, on the north-western edge of Dublin Bay. The existing view available from this location is generally expansive in nature, though focused south-east by a combination of built form and vegetation cover across the central portion of the view. Distant horizons are absent from this portion of the view due to screening effects of vegetation and built form associated with Dublin Port, and residential development to the immediate north of Clontarf Road. The The Poolbeg power station chimney stacks as well as the stacks at the Covanta WtE Plant are all notable landmarks. The Great South Wall lighthouse is visible to the left of the view. Existing vegetation and buildings in the foreground at Eastpoint Business Park to the right prevent views to a large part of the existing port area. It is possible to discern the upper portions only of several individual cranes and structures at the port. Views to the Dublin Mountains are available but broken by the port infrastructure and industry in the foreground. Vegetation along the northern limits of the port further adds to the screening effect. Poolbeg lighthouse and North Bull Island Lighthouse are visible as minor elements of the view, perceived in the central open portion of the view at distance. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of Clontarf Road and peripheral views available to transient road receptors traveling on the local road network.
Significance and Sensitivity	Residential and recreational receptors 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 as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is partially influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be distinguishable within the view from this location. Visibility of construction phase operations will be screened by a combination of intervening industrial development, built form and vegetation. The magnitude of impact on visual resource is judged to be equivalent to a no change as construction phase operations will not be easily perceived separately to existing port operations in the view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-15: Assessment of Construction Effects (Visual) – Viewpoint 7

Viewpoint 7 – Samuel Beckett Bridge	
Description of existing view and potential receptors	This viewpoint is located on the footpath forming the southern edge of the Samuel Beckett Bridge. The existing view from the bridge is constrained and focused in nature by built form on the northern and southern side of the River Liffey that creates a vista directed to Dublin Port and Bay in views to the east. The modern city development in the foreground dominates the character of the view and the existing port plays a small and restricted part only. The permanently berthed vessel MC Cill Airne in the centre left of the view and the Tom Clarke Bridge both partly screen views to the port area beyond. Tall ship to shore cranes at the existing container terminal and ships at berth on the south side of the port are visible but difficult to discern at this distance. The chimney stacks of the Poolbeg power station and the Covanta WtE Plant are visible at distance within the central portion of the view. Existing shipping movements and visibility of berthed ships add variety and interest to the view whilst container movement across the Tom Clarke Bridge add further point of focused interest in the view. The view is considered to be representative of views experienced predominantly by local commuters, pedestrians, tourists and cyclists using the bridge crossing.
Significance and Sensitivity	Pedestrian and tourist receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors such as commuters are judged to be of a low susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be visible in the view due to screening effects of intervening city centre built form and portside development, such that construction phase operations will be read as part of the existing port development with little noticeable change in views from this location. separately within the view from this location. Visibility of construction phase operations will be screened, temporarily, by berthed shipping, though construction phase operations and movements are generally considered not to be distinguishable from existing operations and movements within the port facility. The magnitude of impact on visual resource is judged to be negligible as construction phase operations will not be easily perceived separately to existing port operations in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	Negligible to minor assessed as Minor, temporary, short term duration and assessed as not significant.

Table 18-16: Assessment of Construction Effects (Visual) – Viewpoint 8

Viewpoint 8 – Pigeon House Road	
Description of existing view and potential receptors	This viewpoint is located on the grassed verge area and the existing stone walling forming the boundary between Pigeon House Road and the R131. The existing view available from this location has been split to provide a north-eastern and north-western portioned view as overall the view available from this location is expansive in nature with Dublin Port and associated facilities forming much of the interest within the overall view. The view is available from in front of a row of single storey residential properties and directly towards the existing port. Ships coming and going from the port will be a continual and moving feature of this view. The view is predominantly enclosed by the port with several tall buildings, stacks, cranes, high mast lighting and gantries breaking the skyline. Small leisure craft are moored in the foreground and at Poolbeg Yacht and Boat Club. Further to the right the existing container terminal is visible via the ship to shore cranes but is well screened by large sheds at the Poolbeg Yacht and Boat Club with berthed vessels only partly visible. The view is representative of views experienced by recreational receptors, residential receptors on the southern side of Pigeon House Road and peripheral views available to transient road receptors traveling east and west on the R131 East Toll Link.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Clontarf Road are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived separately within the view from this location. Visibility of construction phase operations will be screened, temporarily, by berthed shipping, though construction phase operations and movements are generally considered not to be distinguishable from existing operations and movements within the port facility. The magnitude of impact on visual resource is judged small as construction phase operations will not be easily perceived separately to existing port operations in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	Minor, temporary, short term duration and assessed as not significant.

Table 18-17: Assessment of Construction Effects (Visual) – Viewpoint 9

Viewpoint 9 – Beach Road	
Description of existing view and potential receptors	This viewpoint is located on the footpath adjacent to the R131 in proximity to its junction with Seafort Avenue on the southern side of Dublin Bay that offers views across the shoreline towards large scale infrastructure associated with the southern side of Dublin Port. The existing chimney stacks at Poolbeg Power Plant are a notable landmark in the view to the right. The Covanta WtE Plant and stacks with plume and the ESB Power Plant and stack are also notable landmarks. Port infrastructure is also visible in the form of tall ship to shore cranes while a glimpse view of ships berthed at quayside is just possible. Much of the lower level existing port facilities are well screened by structures in combination with topography and vegetation located on the southern edge of the Dublin Port lands. However, a glimpse view is available through to a very small portion of containers that are stacked four high on lands operated by Rushfleet Ltd in the centre of the view and at the existing container terminal to the left of the view where tall cranes are also visible. Cranes associated with new high rise residential development on the former Sisk glass bottle plant are visible to the left of the view, forming a distinctive addition to the skyline. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors and peripheral views available to transient road receptors traveling east and west.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is influenced by the nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be distinguishable within the view from this location. Visibility of construction phase operations will be screened by a combination of intervening industrial development, built form and vegetation. The magnitude of impact on visual resource is judged to be equivalent to a no change as construction phase operations will not be easily perceived separately to existing port operations in the view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-18: Assessment of Construction Effects (Visual) – Viewpoint 10

Viewpoint 10 – Sandymount Path	
Description of existing view and potential receptors	This viewpoint is located on the existing footpath network associated with existing public open space adjacent to Sandymount Strand, accessed from the parking facilities at Sandymount Beach. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the north-western portion of the view. The existing view offers views across the shoreline towards the coast and beyond with the existing stacks at Poolbeg forming a notable landmark in the view along with the prominent Covanta WtE Plant and ESB Power Station. Much of the lower level existing port facilities are well screened but visibility of the taller elements such as cranes, high mast lights and gantries is possible to the rear of existing buildings and topography and vegetation that extends along the southern most extent of the port. The existing container terminal is more noticeable to the left of the view. The upper most portions only of ships at berth are just discernible between infrastructure. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of the R131, Strand Road and peripheral views available to transient road receptors traveling north and south on the R131, Strand Road.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is influenced by the nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be distinguishable within the view from this location. Visibility of construction phase operations will be screened by a combination of intervening industrial development, built form and vegetation. The magnitude of impact on visual resource is judged to be equivalent to a no change as construction phase operations will not be easily perceived separately to existing port operations in the view available from this location.
Significance of Visual Effect during Construction Phase	No Change

Table 18-19: Assessment of Construction Effects (Visual) – Viewpoint 11

Viewpoint 11 – South Wall	
Description of existing view and potential receptors	This viewpoint is from the Great South Wall Quay, on the southern side of Dublin Port, accessed from existing coastal path networks to the south. The existing view available from this location is generally expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the south-western portion of the view. The existing view available from the pathway on the Great South Wall is coastal and harbour industrial related in character. There are distance views out towards Bull Island and Howth to the right of the view. It is possible to observe long lengths of the existing quayside on the northern side of the Liffey with existing ships at berth as well as taller cranes and gantries in the port visible. The existing Poolbeg power station with its twin chimney stacks dominates the local landscape, visible at mid-distance within the central portion of the view. Also visually prominent is the NORA Poolbeg Oil Terminal tanks while the former Pigeon House Power Plant is visible to the rear of the existing revetment and jetties. Also, beyond the jetties is located the existing container terminal with stacked containers well screened but cranes, gantries and ships at berth are visible. Ships are visible coming and going from the port. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway network.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views.. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by recreational receptors the view is heavily influenced by the industrial nature of the port development visible at varying distances across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived separately within the view from this location. Visibility of construction phase operations will be screened, temporarily, by berthed shipping, though construction phase operations and movements are generally considered not to be distinguishable from existing operations and movements within the port facility. The magnitude of impact on visual resource is judged small as construction phase operations will not be easily perceived separately to existing port operations in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	Minor to moderate, assessed as Minor, temporary, short term duration and assessed as not significant.

Table 18-20: Assessment of Construction Effects (Visual) – Viewpoint 12

Viewpoint 12 – Blackrock	
Description of existing view and potential receptors	This viewpoint is from the coastal footpath forming the northern edge of the open space immediately north of the Martello Tower Number 14 Seapoint at Blackrock, located to the south-east of Dublin Port, on the southern edge of Dublin Bay. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming interest and variation within the north-western portion of the view. Existing views from this elevated footpath location that offers panoramic views across the shoreline towards the coast and beyond. The existing chimney stacks at Poolbeg are a notable landmark in the view along with the Covanta WfE Plant. Much of the lower level existing port facilities are well screened but visibility of the taller elements such as cranes, high mast lights and gantries is possible to the rear of existing buildings and topography albeit at a long distance and difficult to discern. Existing shipping movements and visibility of berthed ships add variety and interest to the view. The view is representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the southern side of Brighton Vale and peripheral views available to transient road receptors traveling north on Brighton Vale.
Significance and Sensitivity	The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high
Magnitude of Impact – Construction Stage	During the construction phase, operations and machinery movements associated with the ABR2 Project will not be perceived in the view due to attenuation by distance and the low elevation location of the works. Where perceived, operations and movements are well below existing horizon lines and against a strongly urbanised backdrop which will aid integration. The magnitude of impact on visual resource is equivalent to a no change as construction phase operations will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Construction Phase	No Change

18.4.3 Construction Stage Visual Impacts (Residential)

An assessment has been completed within the ZVI to determine the magnitude of visual impact arising because of the construction phase operations associated with the ABR2 Project on potential views from high sensitive visual receptors including residential properties during the construction stage.

There is the potential for visibility of the ABR2 Project to be experienced in views from residential properties to the south of the ABR2 Project, though construction phase operations and works will be viewed and experienced within an existing commercial and busy operational port. Views from residential properties to the north of the ABR2 Project along the R807, Clontarf Road are largely filtered and screened by intervening vegetation and built form associated with the northern edge of the Dublin Port facility.

The nearest properties to the south are located at Ringsend on R131, York Road and Pigeon House Road to the southwest. Poolbeg Quay Apartments are the tallest buildings at this location and extend to 5 stories in height offering views across port infrastructure on the southern side of the River Liffey towards the ABR2 Project but also have views of the northern port as well. Where properties have an aspect to the north all such properties at the Ringsend area have a view that includes the existing Dublin Port and the busy East Link Toll Plaza. With the exception of the Poolbeg Quay Apartments, the residential properties are predominantly two and single storey type dwellings. In views north (when available) from all such properties the existing harbour and its associated activities are a prominent element of the view and ground level operations and activities associated with the construction phase will be difficult to differentiate from the existing port activities. The predicted magnitude of visual impact for the residential properties at Ringsend, York Road and Pigeon House Road is small, resulting in a minor to moderate, assessed as minor, temporary and not significant visual impact on these high sensitivity receptors.

Further south along Sandymount promenade there are residential properties with views towards the proposed ABR2 Project along Beach Road and Strand Road but any views of the ABR2 Project will be well screened by intervening buildings at the existing port and by topography and vegetation at the port's southern boundary.

The predicted magnitude of change in visual resource is small. The predicted magnitude of visual impact is small, resulting in a minor to moderate, assessed as minor, temporary adverse and not significant visual impact on these high sensitivity receptors.

There is very limited potential visibility of the ABR2 Project from the areas of residential development that are located along the coast road north of the ABR2 Project at Clontarf; Dollymount; Sutton and Howth adjacent to the R807. The predominant house type is two storey in these areas. For houses that front on to the coast road and have potential views towards the ABR2 Project, the existing port facilities are distant in all views and the construction phase operations associated with the ABR2 Project will be difficult to discern from existing facilities including gantries and shipping movements. The adjacent tall industrial infrastructure such as the Poolbeg power station chimney stacks and the Covanta WtE Plant will remain much more prominent in views from these properties. Overall, in potential views from residential properties to the north of the ABR2 Project, activities associated with the construction stage will be difficult to discern or separate from the existing activities and features at Dublin Port. The predicted change in visual resource will be negligible and the predicted significance of visual impact for these residential properties will be minor adverse, temporary and has been assessed as not significant.

18.4.4 Assessment of Operational Effects (Landscape)

An assessment of the significance of the impact of the proposed works associated with the ABR2 Project during the Operational phase is summarised below and has been based on the following potential operational phase impacts;

- Change and/ or alteration to key components of the landscape character;
- New site infrastructure and access; and

- Shipping and plant movements.

Table 18-21: Assessment of Operational Effects (Landscape)

Harbour Based Industrial	
Significance and Sensitivity of Landscape Resource	The character, associated with this low-lying industrialised area, associated with Dublin Port is generally of a robust nature which undergoes frequent change and alteration either through continued infrastructure improvements or because of movement associated with large shipping frequenting the port development or movement of cranes and other large scale machinery associated with the frequent movement, loading and offloading of cargo from berthed shipping. The current port activities are a prominent, constituent, part of this landscape character area and the site for the ABR2 Project and its environs is characterised by the constant movement of shipping into and out of the port area, movement of cranes, containers and HGV's frequenting the dockside areas. The rating for the landscape significance and sensitivity is judged to be Low as the character of the landscape has a high tolerance to change.
Magnitude of Impact – Operational Stage	Ground level operations, onshore machinery movements, and water based activities associated with the operational phase of the ABR2 Project are judged to be similar in nature to the existing baseline characteristics and limited in extent, with alterations perceived as a localised modification when compared against the existing baseline character. Operational phase activities will have a limited landscape resource change due to the perception of the existing site largely as an industrial landscape. Overall the magnitude of impact arising because of the operational phase is judged to be negligible.
Significance of Landscape Effect during Operational Phase	Negligible to Minor, assessed as **negligible, direct, neutral,** assessed as not significant effects are predicted to be experienced during the operational phase of the ABR2 Project.

18.4.5 Assessment of Operational Effects (Visual)

An assessment of the significance of the visual impact arising because of the new elements associated with the ABR2 Project during operational is summarised below and has been based on the following potential impacts;

- Obstruction or changes in views;
- Change and/ or alteration to key components of views;

Table 18-22: Assessment of Operational Effects (Visual) – Viewpoint 1

Viewpoint 1 – Strand Road	
Description of existing view and potential receptors	The existing view available from this location is expansive and panoramic in nature with open views south-west across Dublin Bay towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin forms the backdrop, whilst built form associated with Dublin and Dublin Port are visible at lower elevation within the central portion of the view. The twin stacks of Poolbeg power station are visible, locally punctuating the distant horizon, with further localised punctuation of the horizon formed by existing built form associated with Dublin City Centre. The existing port facilities are in this view direction to the southwest from Howth but are a distant feature in views and read as part of the wider cityscape visible from this view. More prominent and notable landmarks include; former Pigeon House Power Plant; Covanta Waste to Energy (WtE) Plan and stacks with plume; ESB Power Plant and stack with plume; Aviva Stadium; The Exo Building and buildings at Sir John Rogerson's Quay. The view is considered to be representative of peripheral views experienced by road users travelling north/ south on Strand Road, though is considered to be experienced primarily by recreational receptors and residential receptors in the vicinity.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Strand Road are judged to be of a medium susceptibility to change, as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within this view direction but will be well screened by existing port buildings and structures in distant views. At this long distance, it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the port. The magnitude of impact on the visual resource is equivalent to a no change as operational phase functions will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-23: Assessment of Operational Effects (Visual) – Viewpoint 2

Viewpoint 2 – Sutton Strand	
Description of existing view and potential receptors	This viewpoint is located on the footpath forming the western edge of the public open space adjacent to Strand Road on the northern side of Dublin Bay. The existing view available from this location is expansive and panoramic in nature with open views south-west across Dublin Bay towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin forms the backdrop. There is a lack of any screening, and the view is open, direct and panoramic. The existing port facility is a distant feature, and it is hard to make out much detail of its component parts. The Dublin Mountains form the backdrop to the view to the left. The existing Poolbeg power station and chimney stacks and Covanta WtE Plant are the most prominent structures in the view. Ships coming and going from the port will be noticeable visual features. Bull Island is visible to the right of the view with further cityscape visible beyond. The view is considered to be representative of views experienced by recreational receptors and residential receptors in the vicinity, though is also considered to be representative of peripheral views experienced by transient road users on Strand Road and the R105.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Strand Road and the R105 are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within this view direction but will be well screened by existing port buildings and structures in distant views. At this long distance it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the port. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-24: Assessment of Operational Effects (Visual) – Viewpoint 3

Viewpoint 3 – Bull Island	
Description of existing view and potential receptors	This viewpoint is located on beach area forming the south-eastern edge of Bull Island, in proximity to the centrally located visitor centre. The existing view available from this location is expansive and panoramic in nature to the west, though becomes partially restricted in nature to the south-west towards Dublin Port and the urban environment beyond. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south of Dublin form the backdrop, whilst built form associated with Dublin and Dublin Port are perceived above and beyond the localised intervening topographical changes within the central portion of the view. Views across the vegetated dune system towards the ABR2 Project site become more restricted as dunes become more elevated in nature. The twin stacks of Poolbeg power station are clearly visible, locally punctuating the distant horizon, with lower level views of Dublin Port well screened by intervening topographical changes. It is possible to discern taller elements associated with Dublin Port, however these form minor points of visual interest. The view is considered to be representative of views experienced by recreational receptors on Bull Island.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within the view direction from this location, but all new features will be well screened and very difficult to discern from the existing port operations. At this distance it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the existing view. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-25: Assessment of Operational Effects (Visual) – Viewpoint 4

Viewpoint 4 – Bull Wall	
Description of existing view and potential receptors	This viewpoint is located on the existing road, associated with Bull Wall, which forms the south-western edge of Bull Island. The existing view available from this location is expansive and panoramic in nature to the south-west, with Dublin Port forming much of the interest within this portion of the view. Distant horizons formed by more elevated lands associated with the Dublin Mountains to the south-west of Dublin form the backdrop, whilst built form associated with Dublin Port is visible across the mid-distance portion of the view, located just above the waterline formed by Dublin Bay. The twin stacks of Poolbeg power station are clearly visible, punctuating the distant horizon, with lower level views of Dublin Port available. Taller elements associated with Dublin Port, such as cranes and tower gantries are visible in the view as minor points of interest and form strong visual draws due to contrast in colouration, though such features are read as a singular harbour-related industrial site. Existing shipping movements and visibility of berthed ships add variety and interest to the view. The view is considered to be representative of views experienced by recreational receptors on Bull Island.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity are judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within the view direction from this location, but all new features will be well screened and very difficult to discern from the existing port operations. At this distance, it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the existing view. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-26: Assessment of Operational Effects (Visual) – Viewpoint 5

Viewpoint 5 – Clontarf Slipway	
Description of existing view and potential receptors	This viewpoint is located on the existing slipway facility to the immediate south-west of the car park facility at Clontarf, on the northern side of Dublin Bay, accessed from Clontarf Road. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the south-western portion of the view. The existing view is available from a low lying coastal footpath and slipway beside Clontarf Road that offers panoramic views across the shoreline along the coast and beyond. The existing chimney stacks at Poolbeg power station as well as the Covanta WtE Plant and stacks with plume are all notable landmarks in the view. The northern part of the existing port facilities are located within the view particularly the taller elements such as cranes, high mast lights and gantries that occasional break the skyline. Large storage tanks are prominent in the view to the right. The lower portions of the taller structures and remaining port facilities are read against the background of the Dublin Mountains The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of Clontarf Road and peripheral views available to transient road receptors traveling east and west.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Clontarf Road are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within the view direction from this location, but all new features will be well screened and very difficult to discern from the existing port operations. At this distance it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the existing view. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-27: Assessment of Operational Effects (Visual) – Viewpoint 6

Viewpoint 6 – Alfie Byrne Road	
Description of existing view and potential receptors	This viewpoint is located on the eastern edge of the public open space to the southeast of the junction of Alfie Byrne Road and the R807, on the north-western edge of Dublin Bay. The existing view available from this location is generally expansive in nature, though focused south-east by a combination of built form and vegetation cover across the central portion of the view. Distant horizons are absent from this portion of the view due to screening effects of vegetation and built form associated with Dublin Port, and residential development to the immediate north of Clontarf Road. The The Poolbeg power station chimney stacks as well as the stacks at the Covanta WtE Plant are all notable landmarks. The Great South Wall lighthouse is visible to the left of the view. Existing vegetation and buildings in the foreground at Eastpoint Business Park to the right prevent views to a large part of the existing port area. It is possible to discern the upper portions only of several individual cranes and structures at the port. Views to the Dublin Mountains are available but broken by the port infrastructure and industry in the foreground. Vegetation along the northern limits of the port further adds to the screening effect. Poolbeg lighthouse and North Bull Island Lighthouse are visible as minor elements of the view, perceived in the central open portion of the view at distance. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of Clontarf Road and peripheral views available to transient road receptors traveling on the local road network.
Significance and Sensitivity	Residential and recreational receptors 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 as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is partially influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within the view direction from this location but will be well screened by intervening buildings and vegetation on the northern side of Dublin Port and where visible will be read with existing features and difficult to discern. At this distance it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the existing view. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-28: Assessment of Operational Effects (Visual) – Viewpoint 7

Viewpoint 7 – Samuel Beckett Bridge	
Description of existing view and potential receptors	This viewpoint is located on the footpath forming the southern edge of the Samuel Beckett Bridge. The existing view from the bridge is constrained and focused in nature by built form on the northern and southern side of the River Liffey that creates a vista directed to Dublin Port and Bay in views to the east. The modern city development in the foreground dominates the character of the view and the existing port plays a small and restricted part only. The permanently berthed vessel MC Cill Airne in the centre left of the view and the Tom Clarke Bridge both partly screen views to the port area beyond. Tall ship to shore cranes at the existing container terminal and ships at berth on the south side of the port are visible but difficult to discern at this distance. The chimney stacks of the Poolbeg power station and the Covanta WtE Plant are visible at distance within the central portion of the view. Existing shipping movements and visibility of berthed ships add variety and interest to the view whilst container movement across the Tom Clarke Bridge add further point of focused interest in the view. The view is considered to be representative of views experienced predominantly by local commuters, pedestrians, tourists and cyclists using the bridge crossing.
Significance and Sensitivity	Pedestrian and tourist receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors such as commuters are judged to be of a low susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Operational Stage	The ABR2 Project will be directly located within this view direction but will be difficult to discern from the existing port features described above. All the features of the ABR2 Project will either be well screened or will be read as part of the existing port with little noticeable change on visual resource. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-29: Assessment of Operational Effects (Visual) – Viewpoint 8

Viewpoint 8 – Pigeon House Road	
Description of existing view and potential receptors	This viewpoint is located on the grassed verge area and the existing stone walling forming the boundary between Pigeon House Road and the R131. The existing view available from this location has been split to provide a north-eastern and north-western portioned view as overall the view available from this location is expansive in nature with Dublin Port and associated facilities forming much of the interest within the overall view. The view is available from in front of a row of single storey residential properties and directly towards the existing port. Ships coming and going from the port will be a continual and moving feature of this view. The view is predominantly enclosed by the port with several tall buildings, stacks, cranes, high mast lighting and gantries breaking the skyline. Small leisure craft are moored in the foreground and at Poolbeg Yacht and Boat Club. Further to the right the existing container terminal is visible via the ship to shore cranes but is well screened by large sheds at the Poolbeg Yacht and Boat Club with berthed vessels only partly visible. The view is representative of views experienced by recreational receptors, residential receptors on the southern side of Pigeon House Road and peripheral views available to transient road receptors traveling east and west on the R131 East Toll Link.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors on Clontarf Road are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is heavily influenced by the industrial nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be medium.
Magnitude of Impact – Operational Stage	The ABR2 Project will be directly located within this view direction but will be difficult to discern from the existing port features described above. All the features of the ABR2 Project will either be well screened or will be read as part of the existing port with little noticeable change on visual resource. The port infrastructure and operations on the northern side of the river along with traffic on the R131 will remain the dominant visible features in this view. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-30: Assessment of Operational Effects (Visual) – Viewpoint 9

Viewpoint 9 – Beach Road	
Description of existing view and potential receptors	This viewpoint is located on the footpath adjacent to the R131 in proximity to its junction with Seafort Avenue on the southern side of Dublin Bay that offers views across the shoreline towards large scale infrastructure associated with the southern side of Dublin Port. The existing chimney stacks at Poolbeg Power Plant are a notable landmark in the view to the right. The Covanta WtE Plant and stacks with plume and the ESB Power Plant and stack are also notable landmarks. Port infrastructure is also visible in the form of tall ship to shore cranes while a glimpse view of ships berthed at quayside is just possible. Much of the lower level existing port facilities are well screened by structures in combination with topography and vegetation located on the southern edge of the Dublin Port lands. However, a glimpse view is available through to a very small portion of containers that are stacked four high on lands operated by Rushfleet Ltd in the centre of the view and at the existing container terminal to the left of the view where tall cranes are also visible. Cranes associated with new high rise residential development on the former Sisk glass bottle plant are visible to the left of the view, forming a distinctive addition to the skyline. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors and peripheral views available to transient road receptors traveling east and west.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is influenced by the nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be directly located within this view direction but will be screened by a combination of intervening built form associated with the existing port development, intervening topographical change and screening vegetation along the southern boundary of the port. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-31: Assessment of Operational Effects (Visual) – Viewpoint 10

Viewpoint 10 – Sandymount Path	
Description of existing view and potential receptors	This viewpoint is located on the existing footpath network associated with existing public open space adjacent to Sandymount Strand, accessed from the parking facilities at Sandymount Beach. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the north-western portion of the view. The existing view offers views across the shoreline towards the coast and beyond with the existing stacks at Poolbeg forming a notable landmark in the view along with the prominent Covanta WtE Plant and ESB Power Station. Much of the lower level existing port facilities are well screened but visibility of the taller elements such as cranes, high mast lights and gantries is possible to the rear of existing buildings and topography and vegetation that extends along the southern most extent of the port. The existing container terminal is more noticeable to the left of the view. The upper most portions only of ships at berth are just discernible between infrastructure. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the northern side of the R131, Strand Road and peripheral views available to transient road receptors traveling north and south on the R131, Strand Road.
Significance and Sensitivity	Residential and recreational receptors are judged to be of a high susceptibility to change in their views, whilst transient receptors are judged to be of a medium susceptibility to change as their focus is primarily on the direction of travel. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by residential and recreational receptors the view is influenced by the nature of the port development visible at mid-distance across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be directly located within this view direction but will be screened by a combination of intervening built form associated with the existing port development, intervening topographical change and screening vegetation along the southern boundary of the port. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-32: Assessment of Operational Effects (Visual) – Viewpoint 11

Viewpoint 11 – South Wall	
Description of existing view and potential receptors	This viewpoint is from the Great South Wall Quay, on the southern side of Dublin Port, accessed from existing coastal path networks to the south. The existing view available from this location is generally expansive and panoramic in nature with Dublin Port and associated facilities forming much of the interest within the south-western portion of the view. The existing view available from the pathway on the Great South Wall is coastal and harbour industrial related in character. There are distance views out towards Bull Island and Howth to the right of the view. It is possible to observe long lengths of the existing quayside on the northern side of the Liffey with existing ships at berth as well as taller cranes and gantries in the port visible. The existing Poolbeg power station with its twin chimney stacks dominates the local landscape, visible at mid-distance within the central portion of the view. Also visually prominent is the NORA Poolbeg Oil Terminal tanks while the former Pigeon House Power Plant is visible to the rear of the existing revetment and jetties. Also, beyond the jetties is located the existing container terminal with stacked containers well screened but cranes, gantries and ships at berth are visible. Ships are visible coming and going from the port. The view is considered to be representative of views experienced by recreational receptors utilising the coastal pathway network.
Significance and Sensitivity	Recreational receptors are judged to be of a high susceptibility to change in their views. The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be medium as whilst is primarily experienced by recreational receptors the view is heavily influenced by the industrial nature of the port development visible at varying distances across the view at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high.
Magnitude of Impact – Operational Stage	The ABR2 Project will be directly located within this view direction but will be difficult to discern from the existing port features described above. All the features of the ABR2 Project will either be well screened or will be read as part of the existing port with little noticeable change on visual resource. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be perceived in the view available from this location.
Significance of Visual Effect during Operational Phase	No Change

Table 18-33: Assessment of Operational Effects (Visual) – Viewpoint 12

Viewpoint 12 – Blackrock	
Description of existing view and potential receptors	This viewpoint is from the coastal footpath forming the northern edge of the open space immediately north of the Martello Tower Number 14 Seapoint at Blackrock, located to the south-east of Dublin Port, on the southern edge of Dublin Bay. The existing view available from this location is expansive and panoramic in nature with Dublin Port and associated facilities forming interest and variation within the north-western portion of the view. Existing views from this elevated footpath location that offers panoramic views across the shoreline towards the coast and beyond. The existing chimney stacks at Poolbeg are a notable landmark in the view along with the Covanta WfE Plant. Much of the lower level existing port facilities are well screened but visibility of the taller elements such as cranes, high mast lights and gantries is possible to the rear of existing buildings and topography albeit at a long distance and difficult to discern. Existing shipping movements and visibility of berthed ships add variety and interest to the view. The view is representative of views experienced by recreational receptors utilising the coastal pathway, residential receptors on the southern side of Brighton Vale and peripheral views available to transient road receptors traveling north on Brighton Vale.
Significance and Sensitivity	The viewpoint is not representative of a Key View or Prospect; however the overall value of the view is judged to be high as it is primarily experienced by residential and recreational receptors at this location. Overall, considering the receptor susceptibility and the value of the view, the significance and sensitivity is judged to be high
Magnitude of Impact – Operational Stage	The ABR2 Project will be located within this view direction but will be well screened by existing port buildings and structures in distant views. At this long distance it will be very difficult to discern any aspect of the ABR2 Project from the existing port operations apart from ships coming and going but ships are already a transient feature of the port. The magnitude of impact on visual resource is equivalent to a no change as operational phase functions will not be easily perceived in the expansive, panoramic view available from this location.
Significance of Visual Effect during Operational Phase	No Change

18.4.6 Operational Stage Visual Impacts (Residential)

There is the potential for visibility of the ABR2 Project to be experienced in views from residential properties to the south of the ABR2 Project, though operational phase elements will be difficult to view separately within the existing commercial and busy operational port context.

The nearest properties to the south are located at Ringsend on R131, York Road and Pigeon House Road to the southwest and as previously mentioned in **Section 18.4.3** include the high rise apartments associated with the Poolbeg Quay. In views north (when available) from all such properties, the existing harbour and its associated activities are a prominent element of the view and ground-level operations and activities associated with the operational phase will be difficult to differentiate from the existing port activities.

The predicted significance of visual impact for the residential properties at Ringsend will be negligible, adverse and is assessed as not significant.

Further south along Sandymount promenade, there are residential properties with views towards the proposed ABR2 Project along Beach Road and Strand Road, but any views of the ABR2 Project will be well screened by intervening buildings at the existing port and by topography and vegetation at the port's southern boundary.

The predicted magnitude of change in visual resource is equivalent to a no-change scenario, as operational phase elements will be perceived, where visible, as part of the existing Dublin Port infrastructure and activity. The predicted significance of visual impact is judged to be No Change.

18.4.7 Planning Policy Designation Impacts

This site is located within Dublin Port - where the DCDP provides the extent development plan framework. A review and assessment of the DCDP has been undertaken to establish the relevant landscape-related designations and these are described in **Section 18.3.3**.

A review of the DCDP has identified that there are no protected views or prospects in proximity to the ABR2 Project, with many of the identified views and prospects focusing west towards Dublin City Centre. The nearest protected views and prospects (shown on Volume 5; Figure 5.15 of the DCDP) are located along the Quays but within the city centre from where it will not be possible to view the proposed development. A range of other policies have been identified in the Plan but there are no landscape or visual impacts from the proposals on these remaining policies. Overall when landscape-related planning designations are assessed, there will be no significant impacts.

18.5 Inter-relationships

Effects on landscape and visual resources also have the potential to have secondary effects on other receptors, which are considered in relevant topic-specific chapters. These receptors and effects are:

- Cultural Heritage (Considered in **Chapter 17 Cultural Heritage**)
    - Effect of temporary (during construction phase) loss or addition of elements arising because of the ABR2 Project on views from and towards cultural heritage features.
    - Effect (during operational phase) of change to landscape elements within the port facility arising because of the ABR2 Project on views from and towards cultural heritage features.
- Population and Human Health (Considered in **Chapter 19 Population and Human Health**)
    - Effect of temporary (during construction phase) loss or addition of elements arising because of the ABR2 Project resulting in indirect effects on views.
    - Effect (during operational phase) of change to landscape elements within the port facility arising because of the ABR2 Project resulting in indirect effects on views.

18.6 Mitigation and Monitoring

18.6.1 Mitigation

Landscape mitigation measures are those taken to help remedy, reduce or compensate for significant landscape and visual impacts created by a development. As set out in the text above, there have been no significant landscape or visual impacts predicted to arise because of the ABR2 Project. In built mitigation, as specified in **Chapter 5 Project Description** associated with the construction phase of the Project includes;

- Height restrictions for material storage adjacent to the North Quay Wall Extension to ensure loading from materials onto the structure of the North Wall Quay Extension remain below service loading.
- At Berth 49 and Berth 52 West, heights will not exceed the natural angle of repose of the sediments within the footprints of the storage areas.

The existing port facilities and the openness of the harbour, and the size and the nature of the development in many ways mitigate the potential landscape and visual impact of the ABR2 Project, offsetting potential views. In views from across Dublin Bay towards the ABR2 Project, the proposals will appear to blend with existing port facilities.
There is no requirement for specific landscape mitigation measures to address significant impacts in the operational phase.

18.6.2 Monitoring

No specific monitoring of mitigation measures is therefore proposed in relation to landscape and visual.

18.7 Potential Cumulative Effects

Chapter 21 Cumulative Effects and Environmental Interactions outlines the methodology used to complete the assessment of cumulative effects, which may arise from adjacent or nearby development, together with those predicted for the ABR2 Project. The projects which have been considered within the assessment of cumulative effects are outlined in **Chapter 21 Cumulative Effects and Environmental Interactions.**

At this stage, it is considered that there is limited potential for significant cumulative landscape or visual effects arising from adjacent or nearby development, together with those predicted for the ABR2 Project. It is recognised that the port facility is a busy facility, within a constant state of flux, arising from constant shipping movements (of varying scales) and from construction activities both within the port area and within areas directly adjacent as the port is developed to improve the berthing provision and onshore facilities. As such it is considered that construction phase operations associated with the ABR2 Project will be difficult to differentiate from the current and varied activities within Dublin Port and that operational activities will be read as part of the operation of the facility.

18.8 Residual Impacts

This section of the chapter assesses the impact of the ABR2 Project on the landscape character and visual receptors (previously identified in **Section 18.4** above), after mitigation has been implemented.

No significant landscape or visual impacts have been predicted for either the construction or operation stage of the ABR2 Project.

Within the wider landscape, the ABR2 Project will blend with the existing port facilities around the site, with no significant residual landscape character impacts predicted.

With regards to visual impact on sensitive receptors, such as recreational and residential receptors, predicted impacts on existing views will be offset by the existing visual context of the harbour landscape and blend with the busy port activity that will continue at the port following completion of the works.

18.9 Summary of Effects and Conclusions

A Landscape and Visual Impact Assessment (LVIA) of the ABR2 Project at Dublin Port during both the construction and operational stages has been completed.

The ABR2 Project is located within a landscape character area identified as Harbour Based Industrial. This landscape character area has been identified as having a low sensitivity to change. The magnitude of landscape resource change will be small, and the significance of landscape impact will be minor adverse and not significant during the construction phase. The ABR2 Project consists of proposals that reflect the existing character of its surroundings, resulting in low change in landscape resource, and it has been assessed that operational impacts associated with the ABR2 Project will result in negligible, direct, neutral, and assessed as not significant effects.

A Zone of Theoretical Visibility (ZTV) has been established for the ABR2 Project to allow any potential areas of significant visual impact to be identified. Actual visual impacts from within the ZTV have been predicted by site survey and assessment during the construction and operational phase on potential views from sensitive visual receptors, including residential properties.

There are large areas of Dublin and the adjacent settled coastline that will not have views of the ABR2 Project due to intervening buildings and vegetation, and it is only in close proximity to the ABR2 Project and at the coastline that there will be potential views from locations that include Ringsend to the southwest, Sandymount to the south and the Clontarf to Howth coast road to the north. The existing port facilities, including ships and cranes and traffic are all features of the existing views from such locations, and it will be difficult to discern the new features from existing features from within the wider area. For residential properties with potential views in the direction of the ABR2 Project at Ringsend to the southwest, Sandymount to the south and the Clontarf to Howth coast road to the north, the predicted significance of visual effect is not significant.

A total of 12 viewpoints have been assessed and no viewpoints have been predicted to experience significant visual impacts during either the construction phase or operational phase of the ABR2 Project.

No significant cumulative landscape and visual effects have been predicted. Construction stage activities involve an increase in construction traffic for all cumulative projects. HGV traffic and shipping movements are a

frequent feature of this marine industrial landscape, and the existing Dublin city road network and port area consists of very busy roads with low potential for significant cumulative visual impacts as a result. The operational stage activities as part of the ABR2 Project are similar in character that they are difficult to discern from the existing busy port context.

As no significant landscape or visual impacts have been predicted, there is no requirement for specific landscape mitigation or monitoring measures.

In conclusion, the broader landscape character area and visual context around Dublin Port area have the capacity to absorb a Project of this scale.

A summary of the impact assessment is provided in **Table 18-34**.

Table 18-34: Summary of Effects relating to Landscape and Visual

Potential Effect and Receptor	Phase[1]		Magnitude of Effects	Sensitivity of Receptor	Significance of Effect	Significant/Not Significant	Mitigation Measures	Residual Effects
	C	O						
Direct Effect upon Harbour-Based Industrial Landscape Character	✓	✓	C: Small O: Negligible	C: Low O: Low	C: Minor, Direct localised and temporary O: Negligible, direct, neutral	C: Not Significant O: Not Significant	None Required	Negligible, direct, neutral and not significant
Planning Designations	✓	✓	C: None O: None	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 1	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 2	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 3	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 4	✓	✓	C: Negligible O: No Change	C: High O: High	C: Minor, temporary short-duration O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 5	✓	✓	C: Negligible	C: Medium	C: Minor, temporary short-duration	C: Not Significant	None Required	No Change

[1] C: Construction Phase; O: Operational Phase

Potential Effect and Receptor	Phase[1]		Magnitude of Effects	Sensitivity of Receptor	Significance of Effect	Significant/Not Significant	Mitigation Measures	Residual Effects
	C	O						
			O: No Change	O: Medium	O: No Change	O: Not Significant		
Viewpoint 6	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 7	✓	✓	C: Negligible O: No Change	C: Medium O: Medium	C: Minor, temporary short-duration O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 8	✓	✓	C: Small O: No Change	C: Medium O: Medium	C: Minor, temporary short-duration O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 9	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 10	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 11	✓	✓	C: Small O: No Change	C: High O: High	C: Minor, temporary short-duration O: No Change	C: Not Significant O: Not Significant	None Required	No Change
Viewpoint 12	✓	✓	C: No Change O: No Change	C: High O: High	C: No Change O: No Change	C: Not Significant O: Not Significant	None Required	No Change

18.10 Limitations of Assessment

The assessment of visual impacts from each of the identified viewpoint locations contained within this LVIA has been based on clear visibility and hence the greatest level of visual change in setting. Predicted effects have not been amended or reduced either in magnitude or significance due to visual variations because of weather/visibility and how frequently/infrequently the effects will be experienced. Therefore, the assessments as presented need to be considered in the context of the period over which such effects will occur.