15. Landscape and Visual

15.1 Introduction

15.1.1 This chapter has been prepared in accordance with the Environmental Protection Agency (EPA) 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' (2022) as well as the Landscape Institute Guidelines for Landscape and Visual Impact Assessment (2013) and associated Clarifications (August 2024) as referenced in Section 15.2.

15.1.2 This chapter presents the Principal Assessment of the likely significant effects of the Proposed Order on landscape and visual receptors. The assessment compares the 2029 Permitted Operation (Passenger Cap retained at 32 mppa) and 2029 Proposed Operation (Passenger Cap amended to 40 mppa) operational conditions in accordance with the project-wide assessment framework described in Chapter 5: Methodology.

15.1.3 Although the Proposed Order does not involve new physical infrastructure, changes in airport operations have the potential to influence landscape and visual receptors through changes in aircraft activity and associated operational characteristics. Accordingly, a proportionate assessment has been undertaken.

15.1.4 This Landscape and Visual Impact Assessment (LVIA) is accompanied by the following AECOM supporting material:

- Figures 15-1 and 15-2 Viewpoint Locations
- Appendix 15-1 Booklet of A3 Verified Views of the current airport operations and facilities (EIAR Volume 4)

15.1.5 The chapter has been authored by Joerg Schulze, Diplom-Ingenieur (FH) Landscape Architecture (Erfurt, Germany), MILI. Joerg Schulze has over 23 years' professional experience working for clients in the private and public sectors. He has a comprehensive track record in developing and managing landscape and visual impact assessments of industrial, infrastructural, commercial, renewable energy, tourism, residential and civic developments throughout the island of Ireland and in the UK. Joerg has developed and prepared Environmental Considerations Reports (ECR's), EIAR chapters including landscape and visual assessment, constraints studies, site suitability assessments, feasibility studies, and associated mapping. He has also produced residential visual impact assessments of individual private properties, managed the production of photomontages and the preparation of Zones of Theoretical Visibility / Theoretical Visual Intensity (TVI) mapping, and supervised the required maintenance period for mitigation planting schemes. Joerg is a regular expert witness at Oral Hearings / Public Inquiries.

15.1.6 Landscape and visual effects are interrelated with other environmental effects but are assessed separately. Whilst elements of the built heritage such as listed buildings are important elements of the landscape and contribute to its character and influence its quality and value, effects on the significance of these designated features and their setting do not form part of this assessment. Those are the subject of assessment in Chapter 14: Cultural Heritage.

15.1.7 The 2022 EPA Guidance[1] suggests that the matters set out in Table 15-1, below, should be addressed in an EIAR in respect of Landscape & Visual Impact.

[1] EPA. (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports. Available at: https://www.epa.ie/publications/monitoring--assessment/assessment/EIAR_Guidelines_2022_Web.pdf

Table 15-1 Matters addressed in the EIAR

Matter	Considered further in the EIAR?
Landscape Appearance and Character	Yes
Landscape Context	Yes
Views and Prospects	Yes
Sensitive Landscape	Yes
Historical Landscapes	Yes. Refer to Cultural Heritage Assessment, Chapter 14: Cultural Heritage for further details.
Visual Receptor Groups	Yes

15.2 Legislation, Policy & Guidance

15.2.1 This chapter has been prepared in line with all relevant national legislation and policies as well as national and international good practice guidelines. Legislation, policy, and guidance directly relevant to this chapter is identified below; more general legislation, policy, and guidance relevant to the whole EIAR is set out in Chapter 5: Methodology.

Legislation

National

15.2.2 The following is relevant national legislation:

- Dublin Airport (Passenger Capacity) Act 2026[2]

European

The Council of Europe Landscape Convention

15.2.3 The Council of Europe Landscape Convention (ETS No. 176) as amended according to the provisions of the Protocol of amendment to the Convention (CETS No. 219) as from its entry into force on 1st July 2021, provides guidelines for managing landscapes. The Convention is not an EU Directive. Countries that sign and ratify the Convention make a commitment to upholding the principles it contains within the context of their own domestic legal and policy frameworks. The Convention was ratified by Ireland on 22nd March 2002 and entered into force in Ireland on 1st March 2004. The European Landscape Convention requires states to "*integrate landscape into its regional and town planning policies and in its cultural, environmental, agricultural, social and economic policies, as well as in any other policies with possible direct or indirect impact on landscape"*.

Environmental Impact Assessment

15.2.4 The Environmental Impact Assessment (EIA) Directive (2011/92/EU, as amended by Directive 2014/52/EU) establishes the requirements for assessing the likely significant environmental effects of certain projects. Article 3(1)(d) identifies landscape as an environmental factor to be considered in EIA, while Annex IV requires the description of landscape where it is likely to be significantly affected. This chapter considers the potential landscape and visual effects of the Proposed Order in accordance with these requirements.

[2] Minister for Transport, Dublin Airport (Passenger Capacity) Act 2026. Available at: https://data.oireachtas.ie/ie/oireachtas/bill/2026/70/eng/initiated/b7026d.pdf

Policy

Project Ireland 2040 – National Planning Framework – First Revision (2025)[3]

15.2.5 The National Planning Framework (NPF), prepared by the Government of Ireland, sets out the long-term planning strategy for Ireland. It emphasises the importance of securing sustainable infrastructure development, including improving strategic infrastructure such as airports to sustain growth, while ensuring that environmental quality and landscape character are protected.

National Landscape Strategy for Ireland 2015-2025[4]

15.2.6 The *'National Landscape Strategy for Ireland 2015-2025'* (NLS) was launched in May 2015 and promotes the sustainable protection, management, and planning for the landscape. The NLS states that:

"*The National Landscape Strategy will be used 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*".

15.2.7 It also states that "*The Strategy sets out Ireland's high-level objectives and actions with regard to landscape. It also positions landscape in the context of existing Irish and European strategies, policies and objectives, and outlines methods of ensuring co-operation at a sectoral and at a European level by the State*".

15.2.8 As of August 2026, no further reviews of the NLS have taken place to date. A question on the future of the NLS was raised to the Minister of State at the Department of Housing, Local Government and Heritage on the 19th of February 2026. The response included the following statement: *"With regard to the completion of a National Landscape Character Assessment, which would complement the Local Character Assessments already prepared by Local Authorities, this continues to be an identified National Policy Objective set out in the revised National Planning Framework (NPF)".*

15.2.9 The following is relevant planning policy

- Fingal Development Plan 2023 – 2029[5]
- Dublin Airport Local Area Plan (LAP) 2020[6]

15.2.10 The *'Fingal County Development Plan 2023 – 2029'* (CDP) is a strategic document that came into effect on 5th April 2023 and sets out the framework to guide the sustainable development of Fingal. The CDP is underpinned by four key cross-cutting themes: climate action, healthy place-making and sustainable development, social inclusion, and high-quality design. It recognises the key functions that green infrastructure (GI) (which includes Landscape as one of its key themes) and the natural heritage perform for communities and contains a Landscape Character Assessment (LCA) which provides a classification of Fingal's landscapes into Landscape Character Types (LCTs), Values, and Sensitivities, and identifies Views and Prospects and Special or High Amenity Areas. Based on these designations and classifications, Chapter 9 of the CDP sets out policies and objectives aimed at protecting these assets and enhancing their value and resilience, including measures to be taken into consideration during the planning and design of new developments. Policies and objectives relevant to the Proposed Order include:

- **Policy GINHP3 – Greening of Developments**: "*Encourage measures for the 'greening' of new developments including the use of green roofs, brown roofs, green walls and water harvesting. Where feasible, require new developments to incorporate greening elements such as green roofs, brown roofs, green walls, green car parking and Sustainable Urban Drainage Systems (SuDS) (e.g., clean water ponds fed by rainwater via downpipes)"*
- **Objective GINHO4 – Green Infrastructure and Development**: "*Resist development that would fragment or prejudice the County's strategic green infrastructure network*"

[3] Project Ireland. (2040). National Planning Framework – First Revision. Available at: https://assets.gov.ie/static/documents/18ffa1a7/1_National-Planning-Framework-First-Revision-April-2025.pdf
[4] Department of Housing, Local Government and Heritage, National Landscape Strategy for Ireland. (2020). Available at: https://www.gov.ie/en/publication/8a59b-national-landscape-strategy
[5] Fingal County Council, Fingal Development Plan. (2023). Available at: https://www.fingal.ie/development-plan
[6] Fingal County Council, Dublin Airport LAP. (2020). Available at: https://www.fingal.ie/dublin-airport-local-area-plan-2020

- **Objective GINHO14 – Green Roofs**: "*Seek the provision of green roofs and green walls as an integrated part of SuDS and which provide benefits for biodiversity, wherever possible*"
- **Objective GINHO15 – SuDS**: "*Limit surface water run-off from new developments through the use of appropriate SuDS using nature-based solutions and ensure that SuDS is integrated into all new development in the County*"
- **Policy GINHP14 – Biodiversity Net Gain Guidance**: "*Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain*"
- **Policy GINHP21 – Protection of Trees and Hedgerows**: "*Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal*"
- **Policy GINHP22 – Tree Planting**: "*Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations*"
- **Objective GINHO46 – Tree Removal**: "*Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification*"
- **Policy GINHP24 – National Landscape Strategy**: "*Support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the National Landscape Strategy 2015–2025*"
- **Policy GINHP25 – Preservation of Landscape Types**: "*Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application*"
- **Objective GINHO55 – Protection of Skylines**: "*Protect skylines and ridgelines from development*"
- **Objective GINHO57 – Development and Landscape**: "*Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquillity*"
- **Policy GINHP26 – Preservation of Views and Prospects**: "*Preserve views and prospects and the amenities of places and features of natural beauty or interest including those located within and outside the County*"
- **Objective GINHO60 – Protection of Views and Prospects**: "*Protect views and prospects that contribute to the character of the landscape, particularly those identified in the Development Plan, from inappropriate development*"
- **Objective GINHO61 – Landscape/Visual Assessment**: "*Require a Landscape/Visual Assessment to accompany all planning applications for significant proposals that are likely to affect views and prospects*".
- **Objective DMSO104 – Dublin Airport LAP**: "*All proposed developments within Dublin Airport (DA) shall have regard to the strategic aims and objectives detailed in the Dublin Airport Local Area Plan 2020 or any subsequent LAP or extension of same*"

15.2.11 The *'Dublin Airport Local Area Plan 2020'* was prepared during the lifetime of the previous CDP 2017-2023 and adopted by the council on 9th December 2019. The validity of the LAP was extended during a Fingal County Council meeting on the 10th March 2025 for a further period not greater than 5 years. The LAP includes a *"strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework"*. In terms of landscape and visual, the LAP states that the challenge is *"to ensure that a high-quality landscape is developed within the LAP boundary as the LAP is implemented and to ensure that the amenity value of remaining resources is maximised and a positive contribution is made to the enhancement of the wider landscape"*. The LAP outlines the following relevant objectives related to natural heritage assets:

- **OBJECTIVE NH01**: "*Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport*"
- **OBJECTIVE NH02**: "*Mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area. Mitigation will include, inter*

alia, the provision of compensatory habitat, and should be aimed at ensuring there is no net loss of habitats and those populations of species of conservation concern are maintained"

15.2.12 In addition to the above, as a result of community engagement conducted throughout the preparation of the LAP and objectives of the previous CDP, a strategy was prepared and outlined in Appendix 1 of the LAP for the 'Special Policy Area' of St. Margaret's. St. Margaret's is a small linear settlement immediately west of the Dublin Airport zoned lands, within close proximity to existing infrastructure. Regarding the cultural and natural heritage of this area, the LAP states:

"Within the policy area, the presence of the landscape is prominent, with a backdrop of mature trees and hedgerows and with the buildings of character, generates the special identity and the local distinctiveness of place that defines St. Margaret's. The preservation of the cultural heritage assets, both built and natural, of the area is seen as a key priority for the local community".

15.2.13 As the local community of St. Margaret's identified the *"need for improvements to the physical environment of the policy area"* during public consultation, it is a key aim of the LAP to improve the quality of the public realm through a 'Local Enhancement Action Plan'. This Plan identifies four focus areas for improvements and sets out a number of objectives for each. Objectives relevant to Landscape and Visual include:

- **OBJECTIVE EE01**: "*Encourage and facilitate environmental improvements to the physical fabric of the policy area*"
- **OBJECTIVE CH01**: "*Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of local attractions for St. Margaret's*"
- **OBJECTIVE CH07**: "*Promote the conservation, enhancement, public access and enjoyment of the archaeological, natural and built heritage as important elements in the enhancement of the area*"

Guidance

15.2.14 The following guidance on assessment of landscape and visual effects was also used to inform the methodology:

- European Commission (EC) (2017). Guidance on the preparation of the Environmental Impact Assessment Report[7]
- EPA (2022). Guidelines on the information to be contained in Environmental Impact Assessment Reports[8]
- Government of Ireland (2018). Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment[9]
- Landscape Institute (2019). Visual Representation of Development Proposals – Technical Guidance Note 06/19[10]
- Landscape Institute (UK) & Institute of Environmental Management and Assessment (IEMA) (2013). Guidelines for Landscape and Visual Impact Assessment (GLVIA3), 3rd edition[11]
- Landscape Institute (UK), Technical Guidance Note LITGN-2024-01 Published August 2024, 'Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3)'[12]

[7] European Commission, Guidance on the preparation of the EIAR, 2017. Available at: https://op.europa.eu/en/publication-detail/-/publication/2b399830-cb4b-11e7-a5d5-01aa75ed71a1
[8] EPA, Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022) Available at: https://www.epa.ie/publications/monitoring--assessment/assessment/EIAR_Guidelines_2022_Web.pdf
[9] Government of Ireland, Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018). Available at: https://www.opr.ie/wp-content/uploads/2019/08/2018-Environmental-Impact-Assessment-1.pdf
[10] Landscape Institute, Visual Representation of Development Proposals – Technical Guidance Note 06/19 (2019). Available at: https://landscapeinstitute.org/news/new-visual-representation-guidance-2019/
[11] Landscape Institute (UK) & Institute of Environmental Management and Assessment (IEMA), Guidelines for Landscape and Visual Impact Assessment, 3rd edition (2013) Available at: https://www.landscapeinstitute.org/technical/glvia3-panel/
[12] Landscape Institute (UK), Technical Guidance Note LITGN-2024-01 Published August 2024, 'Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3) Available at: https://www.landscapeinstitute.org/wp-content/uploads/2024/08/LITGN-2024-01-GLVIA3-NC_Aug-2024.pdf

- Landscape Institute (UK), Technical Guidance Note 02/21, 'Assessing landscape value outside national designations'[13]
- National Bird and Wildlife Hazard Committee, Irish Aviation Authority, Issue Nr. 1 – March 2021, 'Bird and Wildlife Strike Management at Aerodromes'[14]
- Civil Aviation Authority (UK), 2017, CAP 772 'Wildlife hazard management at aerodromes'[15]
- London City Airport, 'Guidance on Biodiversity and Aerodrome Safeguarding'[16]

15.3 Assessment Methodology

Overall Approach

15.3.1 As described in Chapter 5: Methodology, the assessment has been conducted following the methodology below and the EPA Guidelines:

- Establishment of the baseline conditions, including identification and assessment of the receiving environment and receptor sensitivity;
- Identification of environmental design measures and mitigation measures;
- Identification of the potential impacts, and assessment of the magnitude of potential effects, and their significance;
- Consideration of mitigation measures; and
- Assessment of residual effects.

15.3.2 Good practice guidance, including the Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013) (GLVIA3), provides the established framework for undertaking landscape and visual impact assessment. The methodology adopted for this assessment therefore draws on the EPA (2022) Guidelines, GLVIA3, relevant IEMA guidance and professional judgement. In accordance with GLVIA3, professional judgement is applied throughout the assessment in evaluating the susceptibility and value of landscape and visual receptors, determining receptor sensitivity and magnitude of change, and reaching conclusions on the significance of effects. The assessment therefore follows a structured and evidence-based process in which professional judgement is applied within the framework established by the relevant guidance.

15.3.3 The Landscape Institute guidelines require the assessment to identify, predict, and evaluate the significance of potential effects to landscape characteristics and established views. The assessment is based on an evaluation of the sensitivity to change and the magnitude of change for each landscape or visual receptor. For clarity, and in accordance with best practice, the assessment of potential effects on landscape character and visual amenity, although closely related, are undertaken separately.

15.3.4 The assessment acknowledges that landscape and visual effects change over time as the existing landscape external to the Proposed Order evolves and proposed planting establishes and matures.

15.3.5 The significance of an effect is determined by two distinct considerations:

1. The nature of the receptor likely to be affected, namely:
   - The susceptibility of the receptor to the type of change as a result of the Proposed Order; and
   - The sensitivity to change is related to the value attached to the receptor.

[13] Landscape Institute (UK), Technical Guidance Note 02/21, 'Assessing landscape value outside national designations' Available at: https://landscapeinstitute.org/publication/tgn-02-21-assessing-landscape-value-outside-national-designations/
[14] National Bird and Wildlife Hazard Committee, Irish Aviation Authority, Issue Nr. 1 – March 2021, 'Bird and Wildlife Strike Management at Aerodromes. Available at: https://www.iaa.ie/docs/default-source/publications/bird-wildlife-strike-management-at-aerodromes-issue-1---march-2021-final.pdf
[15] Civil Aviation Authority (UK), 2017, CAP 772 'Wildlife hazard management at aerodromes'. Available at: https://www.caa.co.uk/publication/download/13426
[16] London City Airport, 'Guidance on Biodiversity and Aerodrome Safeguarding'. Available at: https://assets.ctfassets.net/gqj4kbqgcch2/5RSakrIKBXk4kdyGJypbul/9ff825e061e27ca4796aa1433efe1533/Guidance_on_Biodiversity_2022.pdf

2. The nature or magnitude of the effect likely to occur, namely:
    - The size and scale of the landscape and visual effect (for example, whether there is a complete or minor loss of a particular landscape element);
    - The geographical extent of the areas that will be affected;
    - The duration of the effect and its reversibility; and
    - The quality of the effect, whether it is neutral, beneficial, or adverse.

Assessment Process

15.3.6 The Principal Assessment is undertaken based on the following key tasks and structure:

- Establishment of the baseline or receiving environment;
- Identification of operational environmental effects;
- Determination of likely significant effects;
- Identification of mitigation measures; and
- Reporting of residual effects.

15.3.7 Likely significant effects are based solely on the Principal Assessment.

Establishment of the Current Receiving Environment

15.3.8 The current baseline year for the landscape and visual assessment is 2026. A baseline study has been undertaken through a combination of desk-based research and site appraisal in May 2026 by AECOM landscape architects in order to establish the existing conditions of the landscape and visual resources of the study area. Desk-based research has involved a review of mapping provided in county development plans, aerial photography by Google Earth, relevant planning and policy documents of Fingal County Council including associated Landscape Character Assessments, and national policies and designations as referenced in Section 15.4.

Assessment of Effects

15.3.9 The landscape and visual impact assessment seeks to identify, predict, and evaluate the significance of potential effects to landscape characteristics and visual amenity. The assessments are based on an evaluation of the sensitivity to change and the magnitude of change for each landscape or visual receptor.

15.3.10 The assessment acknowledges that landscape and visual effects change over time as the existing landscape internal and external to the Proposed Order evolves. The assessment reports on potential effects during the operational period for each Sector. The prominence of the outcomes of the Proposed Order in the landscape or view will vary according to the existing screening effects of local topography, intervening existing vegetation, and built structures.

Scope

Study Area

15.3.11 The study area includes the Dublin Airport Site and extends from its boundary to various extents. The M1 forms the study area border to the east and the M50 to the south. Dense existing vegetation, as well as earthen berms along these motorways, screens the majority of views towards Dublin Airport. A 2 km study area to the north of the R108 / Naul Road and 2 km west of the R122 has been selected to capture potentially significant views. The extent of the study area has been informed by a desktop study and was verified on site during fieldwork surveys. This included desk-based reviews of published landscape character assessments and the wider landscape setting to determine the area which might be influenced by the Proposed Order. The existing airport buildings have been used as reference points.

15.3.12 It is acknowledged that any increased activity at Dublin Airport as a result of the Proposed Order may be visible from locations beyond the study area, and as such it is important to note that the study area defines the area within which potential effects could be significant, rather than defining the extent of visibility. The study area captures short, middle-, and long-distance views of likely changes in airport activity, illustrating potential landscape and visual effects in available views, including panoramic views. Beyond the study area, it is not considered that likely effects on views will be significant due to the effects of distance. Existing vegetation and gently undulating topography beyond the study area boundary lessen the availability of views in the wider landscape.

Landscape Effects

15.3.13 Landscape effects describe the impact on the fabric or structure of a landscape or landscape character.

15.3.14 The assessment of landscape effects firstly requires the identification of the components of the landscape. The landscape components are also described as landscape receptors and comprise the following:

- Individual landscape elements or features;
- Specific aesthetic or perceptual aspects; and
- Landscape character, or the distinct, recognisable, and consistent pattern of elements (natural and man-made) in the landscape that makes one landscape different from another.

15.3.15 The assessment will identify the interaction between these components and the Proposed Order during the operational phase. The condition of the landscape and any evidence of current pressures causing change in the landscape will also be documented and described.

Landscape sensitivity

15.3.16 Paragraph 5.39 of GLVIA3 states that "*landscape receptors need to be assessed firstly in terms of their sensitivity, combining judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape*".

Landscape Value

15.3.17 Landscape value is frequently addressed by reference to international, national, regional, and local designations, determined by statutory and planning agencies. However, the absence of such a designation does not necessarily imply a lack of quality or value. Factors such as accessibility and local scarcity can render areas of nationally unremarkable quality, highly valuable as a local resource. The quality and condition are also considered in the determination of the value of a landscape.

15.3.18 With reference to GLVIA3, landscape value refers to the relative value that is attached to different landscapes by society. The definition and application of landscape value have also been informed by the Landscape Institute Technical Guidance Note 02/21: Assessing landscape value outside national designations.

15.3.19 The assessment of the value of each landscape receptor has been informed by the information set out in the baseline, including any relevant landscape designations, geographic criteria, and valued attributes as set out in GLVIA3 Box 5.1, e.g., aesthetic, perceptual or experiential value.

15.3.20 Landscape value is assessed on a three-point scale with reference to the criteria in Table 15-2. In accordance with GLVIA3, professional judgement is applied in interpreting those criteria and determining the overall value of the landscape receptor, having regard to the evidence available and the relative importance of the different factors considered.

Table 15-2 Landscape Value

Classification	Criteria
Very High	The landscape is likely to be valued for one or more of its attributes at a national or regional level, and may be protected by a statutory landscape designation, e.g., National Park. The landscape may contain elements/features which are rare or perceived as very representative of the national or regional attributes and cultural associations. The landscape may provide a high scenic and landscape quality as well as many recreational opportunities.
Medium	The landscape is likely to be valued for one or more of its attributes at a community or local level and may be designated by a landscape policy designation. The landscape may contain elements/features which are representative of the community or local level attributes and cultural associations. The landscape may provide some scenic and landscape quality and some recreational opportunities.
Very Low	The landscape is likely to be valued at a limited level only and not covered by any landscape designations. The landscape may contain features which are common and therefore do not specifically contribute to the wider landscape or cultural association. The landscape may provide a limited scenic and landscape quality and few recreational opportunities.

Landscape Susceptibility

15.3.21 GLVIA3 paragraph 5.40 defines landscape susceptibility as:

"*The ability of the landscape receptor (whether it be overall character or condition of a particular landscape type or area, or an individual element and/or features, or a particular aesthetic and perceptual aspect) to accommodate the Proposed Development [Proposed Order] without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies*".

15.3.22 The following aspects of the landscape are generally considered to be particularly susceptible to change:

- Overall agricultural character of the landscape;
- Sense of remoteness from development;
- Openness of landscape;
- Landscapes with sloping or elevated topography;
- Intricate, historic landscapes;
- Vegetation patterns formed by the network of hedgerows and blocks of woodland; and
- Sense of separation between existing settlements.

15.3.23 Landscape susceptibility is assessed on a three-point scale applying professional judgement and with reference to the criteria set out in Table 15-3.

Table 15-3 Landscape Susceptibility Criteria

Susceptibility Classification	Criteria
Very High	The receptor has a low capacity to accommodate the Proposed Order without effects upon its overall integrity. The landscape is likely to have a strong pattern / texture or is a simple but distinctive landscape and essentially intact. Undue consequences are likely to arise from the Proposed Order.
Medium	The receptor has some capacity to accommodate the Proposed Order without effects upon its overall integrity. The pattern of the landscape is mostly intact and/or with a degree of complexity and with features mostly in reasonable condition. Undue consequences may arise from the Proposed Order.
Very Low	The receptor is robust; it can accommodate the Proposed Order without effects upon its overall integrity. The landscape is likely to be simple, monotonous and/or partially degraded with common/indistinct features and minimal variation in landscape pattern. Undue consequences are unlikely to arise from the Proposed Order.

Landscape Sensitivity

15.3.24 Landscape value and landscape susceptibility are assessed separately and then combined to define the sensitivity of the landscape receptor, with reference to the criteria set out in Table 15-4.

Table 15-4 Landscape Sensitivity to Change Criteria

Landscape Sensitivity	Description
High	Landscape of international / national or regional value with distinctive elements and characteristics, with a high or very high susceptibility to the Proposed Order. Typically, these would be landscape receptors: • With distinctive elements and features making a positive contribution to character and sense of place; • Likely to be designated or are adjacent to the designated area but exhibit elements which underpin the designation, especially at the local scale; and • Areas of special recognised landscape value through use (e.g., visitors), perception or historic and cultural associations. Likely to contain features and elements that are rare and could not be replaced.
Medium	Landscape of local or community value, with mostly common elements and characteristics, which by nature of their character would be able to accommodate some change. Typically, these would be landscape receptors: • Comprised of mostly common elements and features, creating a generally unremarkable character but with some sense of place; • Locally designated, or value may be expressed through non-statutory local publications; and • Containing some features of value through use, perception or historic and cultural associations. Likely to contain some features and elements that could not be replaced.
Low	Landscape of community or limited value and relatively inconsequential elements and characteristics, the nature of which is potentially tolerant of substantial change of the type proposed. Typically, these would be: • Comprising some features and elements that are discordant, derelict or in decline, resulting in indistinct character with little or no sense of place; • Not designated; and • Containing few, if any, features of value through use, perception or historic and cultural associations. Likely to contain few, if any, features and elements that could not be replaced.
Negligible	Landscape of very low or limited value, which is damaged, degraded or a substantially modified landscape pattern with few or no natural or original features remaining, such that it is tolerant of change.

Magnitude of Landscape Change

15.3.25 Magnitude of change is an expression of the size or scale of change in the landscape, the geographical extent of the area influenced and the duration and reversibility of the resultant effect. The variables involved are described below:

- The extent of existing landscape elements that will be lost, the proportion of the total extent that this represents and the contribution of that element to the character of the landscape;
- The extent to which aesthetic or perceptual aspects of the landscape are altered either by removal of existing components of the landscape or by addition of new ones;
- Whether the effect changes the key characteristics of the landscape, which are integral to its distinctive character;
- The geographic area over which the landscape effects will be felt (within the Dublin Airport Site itself; the immediate setting of the Dublin Airport Site; at the scale of the landscape type or character area; on a larger scale influencing several landscape types or character areas); and
- The duration of the effects (short term, medium term or long term) and the reversibility of the effect (whether it is permanent, temporary or partially reversible).

15.3.26 Changes to landscape characteristics can be both direct and indirect. Direct change occurs where the Proposed Order will result in a physical change to the landscape within or adjacent to the Dublin Airport Site. Indirect changes are a consequence of the direct changes resulting from the Proposed Order. They can occur away from the Proposed Order. They may be separated by distance or in time from the source of the effects.

15.3.27 The indicative criteria applied to determine the magnitude of landscape effects are set out in Table 15-5. These are indicative and provide an example of considerations, supported, and modified by explanatory text in the LVIA.

Table 15-5 Indicative Criteria for Magnitude of Landscape Effects

Magnitude	Typical Criteria Descriptions
High	Large alteration to the landscape receptor or may impact an extensive area or unique characteristics at a local level. May be longer term impacts, permanent or reversible.
Medium	Partial alteration to the landscape receptor or may impact a wide area or characteristics at a local level. May be medium term impacts, permanent or reversible.
Low	Slight alteration to the landscape receptor or may impact a restricted area and few key characteristics. May be short to medium term impacts, permanent or reversible.
Negligible	Very slight alteration to the landscape receptor or may impact a limited area or no key characteristics. May be short term impacts, permanent or reversible.
None	No change to the landscape receptor.

Visual Effects

15.3.28 Visual effects are determined by the extent of visibility and the nature of the visibility (i.e., how a development is seen within the landscape); for example, whether it appears integrated and balanced within the visual composition of a view or whether it creates a focal point.

15.3.29 Negative visual effects may occur through the intrusion of new elements into established views, which are out of keeping with the existing structure, scale, and composition of the view. Visual effects may also be beneficial, where an attractive focus is created in a previously unremarkable view, or the influence of previously detracting features is reduced. The significance of effects will vary, depending on the nature and degree of change experienced and the perceived value and composition of the existing view.

Receptors

15.3.30 For there to be a visual impact, there is a need for a viewer. Views experienced from locations such as settlements, recognised routes and popular vantage points used by the public have been included in the assessment. Receptors are the viewers at these locations. The degree to which receptors, i.e., people, will be affected by changes to views as a result of the Proposed Order depends on several factors, including:

- Receptor activities, such as taking part in leisure, recreational and sporting activities, travelling or working;
- Whether receptors are likely to be stationary or moving and how long they will be exposed to the change at any one time;
- The importance of the location, as reflected by designations, inclusion in guidebooks or other travel literature, or the facilities provided for visitors;
- The extent of the route or area over which the changes will be visible;
- Whether receptors will be exposed to the change daily, frequently, occasionally or rarely;
- The orientation of receptors in relation to the Proposed Order and whether views of increased activity are open or intermittent;
- Proportion of activity as a result of the Proposed Order that will be visible (full, sections or none);
- Viewing direction, distance (i.e., short-, medium- and long-distance views) and elevation;
- Nature of the viewing experience (for example, static views, views from settlements and views from sequential points along routes);

- Accessibility of viewpoint (public or private, ease of access);
- Nature of changes (for example, changes in the existing skyline profile, creation of a new visual focus in the view, introduction of new man-made objects, changes in visual simplicity or complexity, alteration of visual scale, landform and change to the degree of visual enclosure); and
- Nature of visual receptors (type, potential number and sensitivity of viewers who may be affected).

Value attached to views

15.3.31 GLVIA3 stresses the importance of considering the value attached to views, for example in relation to heritage assets within the view, or through planning designations. It provides a list of indicators of the value of views in paragraph 6.37, including:

- Appearance in guidebooks or tourist maps;
- Provision of facilities, such as parking places, sign boards and interpretive materials; and
- References in literature or art.

15.3.32 The assessment of the value attached to views is also informed by the location of the viewing place and the quality or designation of the existing elements in the view, with reference to the criteria set out in Table 15-6.

Table 15-6 Value of the View

Classification	Criteria
Very High	Recognised or iconic views within nationally/internationally designated landscapes, such as National Parks, and/or international / national landmarks with views recognised in planning policy and/or management plans.
High	Views or viewing places identified in regional strategies.
Medium	Views across high quality landscape which might include features of interest, such as landmarks, which may be identified in a Local Area Plan.
Low	Views of relatively common landscape elements, likely to be valued by the communities which experience the view.
Very Low	Views across poor quality landscape with a high degree of detracting or common elements.

Visual Susceptibility

15.3.33 GLVIA3 identifies that the susceptibility of visual receptors to changes in views and visual amenity is a function of:

- The occupation or activity of people experiencing the view at a particular location; and
- The extent to which their attention or interest may therefore be focused on the views and visual amenity they experience at particular locations.

15.3.34 For example, residents in their home, walkers whose interest is likely to be focused on the landscape or a particular view, or visitors at an attraction where views are an important part of the experience often indicate a higher level of susceptibility. Whereas receptors occupied in outdoor sport, where views are not important, or at their place of work, are often considered less susceptible to change. Visual susceptibility criteria are outlined in Table 15-7.

Table 15-7 Visual Susceptibility

Classification	Criteria
Very High	People visiting areas where the view is a very important part of the experience and specific to the reason for visiting the location.
High	People visiting areas where the view is an important part of the experience and/or residents with an expectation of enjoyment of the view.
Medium	People passing through the area where views are relevant to the experience of the journey but are not specific to the reasons for visiting.

Classification	Criteria
Low	People passing through the area on secondary roads, where the view is not relevant to the activity. People working outdoors where the view is not relevant to the activity but may enhance it.
Very Low	People working in buildings where the view is not relevant to the activity or passing through the area of main road and rail networks, such that views are variable and expectation of enjoyment of them is secondary.

Visual Sensitivity

15.3.35 Sensitivity to change considers the nature of the receptor; for example, a person occupying a residential dwelling is generally more sensitive to change than someone working in a factory unit. The importance of the view experienced by the receptor also contributes to an understanding of the susceptibility of the visual receptor to change as well as the value attached to the view.

15.3.36 A judgment is also made on the value attached to the views experienced. This takes account of:

- Recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations;
- Indicators of the value attached to views by visitors, for example through appearance in guidebooks or on tourist maps, provision of facilities for their enjoyment (sign boards, interpretive material) and references to them in literature or art; and
- Possible local value: it is important to note that the absence of view recognition does not preclude local value, as a view may be important as a resource in the local or immediate environment due to its relative rarity or local importance.

15.3.37 The following criteria, as set out in Table 15-8, have been referred to in determining the sensitivity of visual receptors from the combination of value and susceptibility. The criteria are included as an indicative example rather than definitive categories.

Table 15-8 Indicative Classification of Sensitivity of Visual Receptors

Classification	Criteria
High	Viewers with or undertaking activity with a particular interest or appreciation of the view (e.g., residents with principal private views, or people engaged in outdoor recreation whose attention is focused on the landscape and where people might visit purely to experience the view, such as promoted viewpoints) and/or a view of international / national value (e.g., within/towards a designated landscape).
Medium	Viewers with or undertaking activity with general interest or appreciation of the view (e.g., residents or people engaged in outdoor recreation that does not focus on an appreciation of the landscape, outdoor workers, people in schools or other institutional buildings and hotels and people passing through the landscape on defined scenic routes) and/or a view of local or community value (e.g., suburban residential areas, or agricultural land or urban areas).
Low	Activity where interest or appreciation of the view is secondary to the activity or the period of exposure to the view is limited (e.g., people at work, motorists travelling through the area or people engaged in outdoor recreation that does not focus on an appreciation of the landscape) and/or a view of limited value (e.g., featureless agricultural landscape, poor quality urban fringe).
Negligible	Activity where interest or appreciation of the view is inconsequential (e.g., people at work, or drivers of vehicles on main roads) and/or very low value of existing view (e.g., industrial areas or derelict land).

Magnitude of Visual Effects

15.3.38 Visual effects are direct effects, as the magnitude of change within an existing view will be determined by the extent of visibility of increased activity as a result of the Proposed Order. The magnitude of the visual effect resulting from increased activity as a result of the Proposed Order at any particular viewpoint or receptor is based on the size or scale of change in the view, the geographical extent of the area influenced and its duration and reversibility. The variables involved are described below:

- The scale of change in the view, including the extent to which increased aircraft movements and associated airport activity would be perceptible within the existing visual composition;

- The degree of contrast or integration of any new features or changes in the landscape form, scale, mass, line, height, sky lining, back-grounding, visual clues, focal points, colour and texture;
- The angle of view in relation to the main activity of the receptor and the extent of the area over which the changes will be visible; and
- The duration of the effects (short-term, medium term or long-term) and the reversibility of the effect (whether it is permanent, temporary or partially reversible).

The magnitudes of visual effects are classified in Table 15-9. These are indicative and provide an example of considerations, supported, and modified by explanatory text in the LVIA.

Table 15-9 Indicative Criteria Descriptions for Visual Magnitude

Magnitude	Classification criteria
High	The Proposed Order will cause a pronounced change to the composition of the view or may be viewed in the foreground or directly. May be longer term effects, permanent or reversible and could include glint and glare effects.
Medium	The Proposed Order will cause a noticeable change to the composition of the view or may be viewed in the middle ground or indirectly. May be medium term effects, permanent or reversible and could include glint and glare effects.
Low	The Proposed Order will cause an unobtrusive change in the composition of the view or may be viewed in the background or obliquely. May be short to medium term effects, permanent or reversible and is not likely to include glint and glare effects.
Negligible	The Proposed Order will cause a barely perceptible change in the composition of the view or may be viewed in the background and very obliquely. May be short term effects, permanent or reversible and would not include glint and glare effects.
None	No change to the view.

15.3.39 The duration and quality of effects are classified in Table 15-10.

Table 15-10 Definition of Duration of Effects

Duration	Description
Momentary	Effects lasting from seconds to minutes
Brief	Effects lasting less than a day
Temporary	Effects lasting one year or less.
Short Term	Effects lasting one to seven years.
Medium Term	Effects lasting seven to fifteen years.
Long Term	Effects lasting fifteen to sixty years.
Permanent	Effects lasting over sixty years.
Reversible	Effects that can be undone, for example through remediation or restoration.

15.3.40 The quality of both landscape and visual effects can be Beneficial (Positive), Adverse (Negative) or Neutral according to the definitions set out in Table 15-11.

Table 15-11 Definition of Quality of Effects

Effect	Effect Description
Neutral	This will neither enhance nor detract from the landscape character or view.
Beneficial (Positive)	This will improve or enhance the landscape character or view.
Adverse (Negative)	This will reduce the quality of the existing landscape character or view.

Significance Criteria

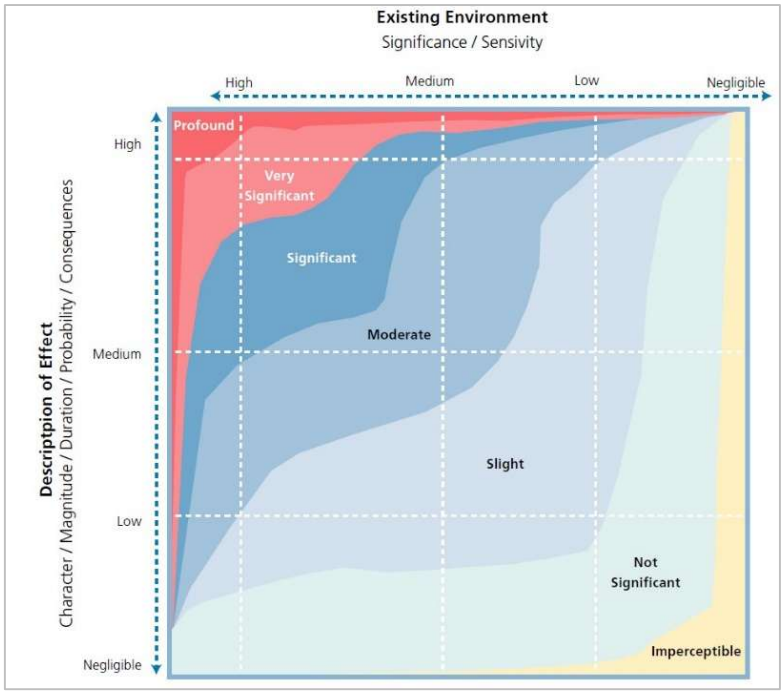
15.3.41 The objective of the assessment is to identify and evaluate the likely significant environmental effects arising as a result of the Proposed Order through a comparison of the 2029 Permitted Operation (32 mppa) and the 2029 Proposed Operation (40 mppa). The assessment considers the potential effects of these changes on landscape and visual receptors, taking account of existing baseline conditions. Residual effects likely to arise following the implementation of mitigation measures, and any changes over time, will be identified and evaluated. The significance of effects will be assessed by considering the sensitivity of the receptor and the predicted magnitude of effect in relation to the baseline conditions to the definitions set out in Table 15-12.

Table 15-12 Categories of Significance of Landscape and Visual Effects

Significance Category	Description of Effect
Profound	An effect that obliterates sensitive characteristics within the landscape and/or visual environment.
Very Significant	An effect which, by its character, magnitude, duration, or intensity, significantly alters most of a sensitive aspect of the landscape and/or visual environment.
Significant	An effect which, by its character, magnitude, duration, or intensity, alters a sensitive aspect of the landscape and/or visual environment.
Moderate	An effect that alters the landscape in a manner that is consistent with existing and emerging baseline trends.
Slight	An effect which causes noticeable changes in the landscape and/or visual environment without affecting its sensitivities.
Not Significant	An effect which causes noticeable changes in the landscape and/or visual environment but without significant landscape and/or visual consequences.
Imperceptible	An effect capable of measurement but without significant landscape and/or visual consequences.

15.3.42 The significance of the effect is determined by considering the magnitude of the effect and the quality of the baseline environment affected by the Proposed Order. The basis for consideration of the significance of effects is shown on Plate 15-1.

Plate 15-1: Basis for Consideration of Significance of Effects[7]



15.3.43 Effects will be assessed for the full lifecycle of the Proposed Order. Operational / residual effects will be long-term effects, which will occur as a result of the Proposed Order.

15.3.44 The quality of each effect is based on the ability of the landscape character or visual receptor to accommodate the Proposed Order, and the impact of the Proposed Order within the receiving context. Following this, the quality of the effect is then assessed as being neutral, beneficial, or adverse. A change to the landscape or visual resource is not considered to be adverse simply because it constitutes an alteration to the baseline landscape.

15.3.45 For the LVIA, effects that could be described as 'profound', 'very significant' or 'significant' are deemed to be 'significant' effects, whilst all others are considered 'not significant'.

Cumulative Effects

15.3.46 In addition to landscape and visual effects, it is also important to consider potential cumulative effects. The approach used to determine cumulative effects has drawn on guidance on cumulative impact assessment published by the GLVIA3. Cumulative landscape and visual effects may arise from changes to the baseline landscape or views resulting from the Proposed Order in combination with permitted or reasonably foreseeable development within the study area as identified in Chapter 20: In-Combination and Cumulative Effects.

15.3.47 The cumulative effects assessment considers schemes which have potential for cumulative effects with the Proposed Order, and which have planning permission and/ or which are in the planning system, but where a planning decision is not expected to have been made by the time the Proposed Order commences. Those developments that already exist, including existing facilities in the airport itself, are part of the environmental baseline.

Magnitude of Cumulative Effects

15.3.48 The magnitude of cumulative effects arising from the Proposed Order is assessed as High, Medium, Low or Negligible, with intermediate categories, based on interpretation of the following parameters:

- The additional extent, direction and distribution of existing and other developments in combination with the Proposed Order; and
- The landscape setting, context, and degree of visual coalescence of existing and Proposed Order and cumulative developments.

Significance of Cumulative Effects

15.3.49 As for the assessment of landscape and visual effects, the significance of any cumulative effects follows the same classification as illustrated in Plate 15-1 and will be assessed as Profound, Very Significant, Moderate, Slight, Not Significant, and Imperceptible as described in Table 15-12. Effects that could be described as 'profound', 'very significant' or 'significant' are deemed to be significant effects, whilst all others are considered not significant.

Fieldwork and Photography

15.3.50 A site survey conducted by the author of this chapter in May 2026 reviewed the existing baseline and the potential visibility of increased airport activity which would result from the Proposed Order within the study area and the adjoining wider landscape, taking into account topography, existing screening vegetation, and buildings.

15.3.51 Viewpoint selection has been conducted according to the guidance set out in the Landscape Institute (UK) & IEMA (2013). Guidelines for Landscape and Visual Impact Assessment (GLVIA3), 3rd Edition. The selection of viewpoints is the same as for the Infrastructure Application (IA) because they are also considered to be the most appropriate viewpoints to use for this application.

15.3.52 Considering that the Proposed Order does not include any physical development, demolition works, construction activities, enabling works, or other physical alterations to the airport estate, i.e., it is an operational (no-build) proposal, photomontages have not been produced for this assessment.

15.3.53 Instead, baseline photography taken in May 2023 and June 2024 has been reviewed and updated with new photography taken in May 2026 where required. Where no baseline change was identified, photography from 2023 and 2024 has been used. The baseline photography showing the 'existing view' for Viewpoints 1-18 is included in Appendix 15-1: Booklet of A3 Verified Baseline Views of the Proposed Order.

Application of the Assessment Framework

15.3.54 The Principal Assessment has been undertaken to identify the operational landscape and visual effects as a result of the Proposed Order by comparing the 2029 Permitted Operation (32 mppa) with the 2029 Proposed Operation (40 mppa). It therefore focuses on the operational consequences of increasing passenger throughput and associated aircraft movements using the existing and permitted infrastructure.

15.3.55 The assessment takes account of the current receiving environment in 2026 and the anticipated evolution of the landscape and visual baseline to 2029, as described in Section 15.5. This includes changes associated with existing and permitted airport infrastructure, independently of the Proposed Order.

15.3.56 In terms of visual amenity, any visual effects would arise from an increase in the frequency of visible activity rather than changes to the physical composition of views. As aircraft movements and associated ground traffic are existing and characteristic features of the airport environment, the Proposed Order would neither introduce new visual elements nor alter the overall composition of views. The assessment therefore considers the effects of a slight increase in the frequency of visible aircraft and ground traffic, representing a change in the intensity of existing operational activity rather than a material change in visual amenity. No new categories of traffic or operational activity would be introduced, with the effects relating solely to the frequency and intensity of existing activity.

15.3.57 Supporting Assessments have not been undertaken for landscape and visual as the Principal Assessment provides a sufficient basis for identifying and determining the likely significant effects due to the Proposed Order on landscape character and visual amenity. Additional comparisons would not materially assist the interpretation of the assessment due to the operational nature of the Proposed Order and the absence of physical changes to the receiving environment.

Limitations and Assumptions

15.3.58 The assessment is based on baseline surveys undertaken in 2026. Photography generally reflects the 2026 baseline, although earlier photography has been retained where it remains representative of existing conditions.

15.3.59 The assessment has been undertaken on the basis of the operational assumptions set out in Chapter 4: Proposed Order and assumes that the Proposed Order does not include new physical infrastructure.

15.3.60 The assessment also assumes the Northern Runway Related Applications (NRRA) are operational.

15.3.61 The assessment assumes that the current state of existing landscape character, landscape features, vegetation and land use will remain broadly consistent.

15.3.62 The visual assessment is based on publicly accessible viewpoints considered representative of the range of views likely to be experienced by receptors. As with all Landscape and Visual Impact Assessments, the evaluation involves professional judgement applied in accordance with GLVIA3.

15.4 Current Receiving Environment

Overview

General Conditions

15.4.1 The Area to which the Proposed Order relates is the entire airport environs which includes, amongst others, several buildings and structures (e.g., terminals, hotels, hangars, etc.), car parks, internal roads and public transport areas, extensive hardstanding surfaces, and grassed areas. The airfield is a large expanse of generally flat terrain comprising visible and dominating terminals, runways, control towers,

auxiliary built structures, and lighting systems. The airport layout and infrastructure have evolved to facilitate air traffic operations. The landscape is transport dominant, providing the structures and systems required of an international airport. For ease of description, the Dublin Airport Site has been separated into sectors.

15.4.2 The immediate surroundings of Dublin Airport are largely used for agriculture, and some of these lands are owned by the Applicant. Urban areas nearby include the settlement of Swords to the north, Dublin City to the south, and the small settlement of St. Margaret's to the west. There are also a number of golf courses located within the neighbourhood, one of which is designated as a Nature Development Area (i.e., Ballymun), business parks and other commercial areas, and the Dardistown Cemetery.

15.4.3 As illustrated in Green Infrastructure 1, Sheet No. 14 of the Fingal Development Plan 2023-2029, the entirety of Dublin Airport and the Proposed Order is located within LCT: Low Lying Agricultural, an area, apart from Dublin Airport, dominated by agriculture and a number of settlements. This LCT "has an open character combined with large field patterns, few tree belts and low roadside hedges" and has a 'Modest' value and 'Low' Sensitivity. North of this LCT is the Rolling Hills LCT, with a 'Modest' value and 'Medium' Sensitivity.

15.4.4 The elevation in the greater surrounding environment of Dublin Airport varies, decreasing from west to east. The elevation at the airport follows a similar overall pattern, although the Crosswind Runway (16/34) is at a lower elevation than other airport elements to the east. Areas northeast and southeast of the airport, including the settlement of Swords and Dublin City, are at a lower elevation, while areas to the southwest are on higher ground.

15.4.5 There is a range of visual receptors with a varying susceptibility and sensitivity to visual changes as follows:

Workers

15.4.6 People engaged in work carrying out airport operations and views are inconsequential to their activity.

- Receptor susceptibility: Low or very low (if inside buildings)
- Receptor sensitivity: Negligible

Vehicle drivers

15.4.7 Appreciation of views is secondary to their activity.

- Receptor susceptibility: Low
- Receptor sensitivity: Low

Pedestrians, cyclists, transient receptors / airport passengers

15.4.8 Population occupied in the activities and functions of the airport; appreciation of views is secondary to their activity.

- Receptor susceptibility: Low or very low (if inside of buildings)
- Receptor sensitivity: Negligible

Residential receptors

15.4.9 A number of residents are located along the Old Airport Road, Dunbro Lane, along the R108 close to 'The Boot Inn' public house and along the R108 south of South Runway (10R/28L). Other residential receptors include the settlement of St. Margaret's west of the runways near the R122 as well as scattered dwellings in the western section of the study area.

- Receptor susceptibility: High
- Receptor sensitivity: High

15.4.10 Residential receptors generally will notice even the smallest changes in the visual amenity. Residents appreciate views from their properties on a daily basis. However, some residential receptors already experience open or intermittent views of existing infrastructure.

Sensitive Landscapes

15.4.11 The LCA included in the CDP designates 'Highly Sensitive Landscapes' (HSL), 'Special Amenity Areas' (i.e., Howth and the Liffey Valley), and 'High Amenity' (HA) zoning (refer to Green Infrastructure 1, Sheet No. 14 of the Fingal Development Plan 2023-2029[17]). The latter must meet one or more of the criteria listed in the CDP, for example, to possess a high-quality scenic landscape or expansive or interesting views or be an area of unique or special character within the County. There are no sensitive landscapes located within the Proposed Order Boundary and adjacent public roads; the closest of such designations are the HA zone along the Ward River Valley Park 1.6 km north, and the HSL at Kinsealy, 1.8 km east of Dublin Airport.

Historic Landscapes

15.4.12 The CDP also identifies areas of 'Historic Landscape Character' (HLC) (refer to Green Infrastructure 1, Sheet No. 14 of the Fingal Development Plan 2023-2029). A limited section of the southernmost boundary of the HLC of Swords is within the Dublin Airport Site under the ownership of daa; However, as the Proposed Order does not include any physical development or land-use change, no part of the HLC would be directly affected. This HLC's boundary is 250m northeast from its closest point to an area where works will be conducted (i.e., at the PE10 (Staff Car Park North) site). Please refer to Chapter 14: Cultural Heritage for further details.

Views and Prospects

15.4.13 There are no designated views or prospects to be preserved located within the study area; the closest is approximately 930m north of Dublin Airport along R132 (refer to Green Infrastructure 1, Sheet No. 14 of the Fingal Development Plan 2023-2029), with the Airside Retail Park and car parks to the east and residential areas to the west. Increased activity as a result of the Proposed Order will not be visible from this stretch of the R132.

Sector A

15.4.14 Sector A is characterised by extensive areas of hardstanding where the three runways and taxiways are located. Large areas are fully sealed by concrete or blacktop. Vegetation in this sector is limited to grasslands, and there are no trees or hedgerows, as the area is managed to deter the presence of birds for safety reasons. Most of Sector A is bordered by the R108 and a section of the Old Airport Road and Naul Road. The value of available views is considered very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

15.4.15 Between the North Runway (10L/28R) and South Runway (10R/28L) and west of the Crosswind Runway (16/34), lands mostly comprise agricultural fields delimited by hedgerows, with a limited number of residential dwellings and outbuildings present along Dunbro Lane, and also include Sector I (West Apron) and Sector J towards the east and the settlement of St. Margaret's towards the west. To the east of the Crosswind Runway and south of the North Runway (10L/28R) are other elements of Dublin Airport's infrastructure. South of this sector is a car park parallel to the South Runway (10R/28L), business parks, residential dwellings, and further agricultural lands. Areas with agricultural character and intact hedgerows and tree lined boundaries are considered to have a low to medium value. The landscape is generally common and lacks specific features of interest.

15.4.16 Silloge Park Golf Club is located south of the South Runway (10R/28L) and south of the R108. Forrest Little Golf Club is located north of the airport and adjacent to Naul Road. Neither golf course has open visibility to the existing airport structures due to intervening screening vegetation. The value of the landscape character and visual amenity within golf courses is considered medium; although artificial landscapes themselves, they have recreational value and activity, and visual amenity are closely related. The susceptibility and sensitivity to landscape and visual changes is medium.

[17]Fingal County Council, Fingal Development Plan, Sheet No.14 (2023). Available at: https://www.fingal.ie/sites/default/files/2023-08/Sheet14%20Green%20Infrastructure%201%202023%20-%202029_0.pdf

Sector B

15.4.17 Sector B relates to the North Apron and hangars and includes various buildings from which general aviation and passenger flight operations are conducted. It is dominated by areas of hardstanding used by aircrafts, built structures, and limited grassed areas, including a vacant field. The latter is an open field between two buildings (i.e., Hangar 5 and the M50 Garage) with limited young trees and low hedgerows, bordered by treelines except for a section of its boundary towards the east and all of the southern boundary.

15.4.18 This sector is surrounded by other Dublin Airport sectors. There are open views north from Sector B to the North Runway (10L/28R) in Sector A and Naul Road beyond. Lands beyond this road (which include the Forrest Little Golf Club) are screened out of view by existing vegetation and elevated grounds. Views from the R132 located east of Sector B into this sector are also obstructed by existing vegetation. Views south from the apron are obstructed by buildings within Sector B and treelines at the vacant field. Views south from buildings in Sector B look at existing infrastructure and operations.

15.4.19 Groups in this sector include vehicle users along Naul Road to the north, workers at Dublin Airport, and transient receptors / airport passengers. The general value within airside locations is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector C

15.4.20 Sector C is at the centre of the operations of Dublin Airport and comprises large buildings and hardstanding areas. Its main elements are Terminal 1 with five levels, the Old Central Terminal Building (OCTB), North Terminal Building, the Central Apron, and 3 no. piers. Located between Piers 1 and 2, the OCTB consists of six levels and is a Protected Structure. Within this sector, there are also 3 no. hangers and the Old Fire Station. The Skybridge connects Terminal 1 to Pier 1, curving around the OCTB and the North Terminal Building.

15.4.21 There is little vegetation in Sector C apart from a formal planting area in front of the OCTB as well as a small, grassed area between Sector B and C, west of the Skybridge. Views west from Sector C look into Sectors A, J, and I, and agricultural lands, while views towards the east are dominated by other elements of Dublin Airport.

15.4.22 Groups affected in this sector include vehicle users along Old Airport Road to the south, workers at Dublin Airport, and transient receptors / airport passengers. The general value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector D

15.4.23 Sector D is located southeast of Sector B and is where Terminal 2 is located. This terminal has seven levels and a single pier (i.e., Pier 4). Similar in nature to Sector C, this area is characterised by the presence of the terminal and hardstanding surfaces along Pier 4, and existing vegetation is limited to roadside grasslands east of the terminal building.

15.4.24 Receptors affected in Sector D are considered to be the same as for Sector C, with the addition of vehicle users along a section of the R132 and receptors south of Old Airport Road at the intersection with R132, where a number of mixed-use developments are located. The general value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector E

15.4.25 This sector is southeast of Sector D, bordered to the east by the R132, Corballis Road to the north, and a limited section of the Old Airport Road to the south. To the west, it borders the South Runway (10R/28L) in Sector A. Sector E includes the South Apron, which is currently being expanded to the east, cargo facilities, areas of open grass to the south as well as a limited section of treelines, and an undesignated heritage asset. The latter refers to remains of Corballis Castle lost to past development and which is not visible above ground.

15.4.26 Receptors affected in Sector E will be the same as those of Sector D, in addition to receptors at the ALSAA Sports Centre to the east, across the R132. The general value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector F

15.4.27 Sector F is located between the R132 and Terminal 1, south of Sector B and north of Sector E. This complex sector contains several buildings of varying levels and uses, including (but not limited to) the Ground Transportation Centre (GTC), Dublin Airport Central, multi-storey car parks (MSCPs), hotels, and the Church of Our Lady Queen of Heaven, which is a Protected Structure. Sector F also includes public transport bus stops outside Terminals 1 and 2 in addition to a coach parking area north of the church, a number of surface car parks, and fragmented areas of grass and treelines.

15.4.28 Groups affected in this sector include workers at Dublin Airport, and transient receptors / airport passengers as well as vehicle users along sections of the R132. The general value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector G

15.4.29 Located east of Sector F and the R132, Sector G comprises a U-shaped area with hardstanding surfaces dedicated to car hire compounds and car parking, which tend to be busy. Outside the Dublin Airport Site and Sector G, south of the M1, is the Airport Business Park, which consists of several buildings of one to two levels.

15.4.30 Sector G is largely screened out of view from the M1 located towards the east and north due to existing vegetation and raised ground. Towards the south is Sector H, described below.

15.4.31 Groups affected in this sector include workers at Dublin Airport, and transient receptors / airport passengers as well as vehicle users along sections of the R132, and receptors at the ALSAA Sports Centre to the southwest. The general value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low or very low / negligible.

Sector H

15.4.32 Sector H refers to the Eastlands South and is directly south of Sector G. The majority of this sector is comprised of fields divided by hedgerows and mature treelines, with the exception of the ALSAA Sports Centre situated in the north-western corner and a parking lot to the southeast. This sector is bordered to the west by the R132 and the M1 to the east. The southern boundary borders the Dardistown Cemetery, Collinstown Cross Industrial Estate, and areas of open space; all of these areas are, however, screened out of view by existing hedgerows, treelines, and fences.

15.4.33 Receptors likely to be affected by operations southeast of this sector are those who frequent the ALSAA Sports Centre and transient receptors / airport passengers who use the car park area as well as visitors to the cemetery. The general value within this sector is low. The susceptibility and sensitivity to landscape and visual changes is low. Views into this sector from the R132 and the M1 are mainly screened by intervening vegetation and landform.

Sector I

15.4.34 Sector I is located west of the Crosswinds Runway (16/34) and comprises the West Apron to the south, and other facilities to the north such as control towers, the Dublin Airport Fire and Rescue Station, and car parks. There are fragmented areas of grass within buildings and internal roads, and a treeline west of the fire station.

15.4.35 Two areas excluded from Dublin Airport's ownership adjacent to Sector I include the former 'Boot Inn' towards the north, and a property with outbuildings to the west of the fire station. To the west, Sector I is delimited by R108, which separates it from Sector J located to the northwest. Beyond this road are open fields such as those described for Sector A.

15.4.36 Groups affected in Sector I are considered to be vehicle users along the R108 and Old Airport Road to the south, workers at Dublin Airport, recreational receptors, as well as adjacent residents. The general value within this sector is low. The susceptibility and sensitivity to landscape and visual changes is low, apart from residents, where the susceptibility and sensitivity to change is high.

Sector J

15.4.37 Sector J is a currently underdeveloped area south of the North Runway (10L/28R), divided from Sectors A and I by the R108. It mostly comprises five agricultural fields delimited by treelines and hedgerows. The majority of this sector retained its rural landscape character and the associated visual quality despite being located adjacent to the airport.

15.4.38 Groups affected in Sector J are considered to be vehicle users along the R108, workers at Dublin Airport, and residential receptors in properties towards the west along Dunbro Lane. The 'Boot Inn' public house is closed down. The general value within this sector is low to medium. The susceptibility and sensitivity to landscape and visual changes is medium, apart from residents, where the susceptibility and sensitivity to change is high.

Sector K

15.4.39 Sector K refers to a small area between Sector B and the R132. Until recently, this location comprised an open field with pockets of woodland surrounded by hedgerows, and a car park to the south; however, it has recently been used as a construction site. This area is separated from the R132 by dense treelines and bordered to the west by an internal road. Sector K is also the location for pipework and underground storage tanks connected with the drainage of Apron 5.

15.4.40 Receptors affected will be limited to Dublin Airport staff. The value within this sector is very low. The susceptibility and sensitivity to landscape and visual changes is low to very low / negligible.

15.5 Future Receiving Environment

15.5.1 This section considers the evolution of the landscape and visual baseline from the current receiving environment to the year 2029, the Principal Assessment year. In the absence of the Proposed Order, the 2029 Permitted Operation assumes that the existing passenger capacity restriction of 32 mppa remains in place and is complied with.

15.5.2 Dublin Airport would continue to operate similarly to how it does at present whilst responding to routine operational requirements, changing aviation demands, and ongoing investment in airport facilities and services. It is likely that existing infrastructure, buildings, operational areas, and passenger facilities would be upgraded, expanded, replaced, or reconfigured as part of the airport's normal development and maintenance cycle. Changes to the landscape character may arise in the western section of Dublin Airport where current rural sections may transform into airport related uses. As a consequence, the landscape character and visual amenity may change locally but not unanimously across the entire lands covered by the Proposed Order, as detailed further below for each Sector. As per Fingal Development Plan 2023-2029, the area of the Proposed Order is zoned as 'Dublin Airport' for which the objective is to ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan. Public parks and amenity fields will likely continue to be used by the public and agricultural fields will likely continue to be grazed by livestock.

Sector A

15.5.3 The landscape baseline may evolve through routine upgrading of airport facilities within established operational areas. Such changes would be experienced in the context of the existing airport environment and would not materially alter the prevailing landscape character. Changes to views from the Old Airport Road to the south and the Naul Road to the north would be barely recognisable.

Sector B

15.5.4 The landscape baseline may evolve through the continued adaptation and enhancement of existing infrastructure. Any new or modified operational structures would likely be similar in character to existing airport facilities and would integrate into the established visual environment. Visual changes would be recognisable locally but would not affect the overall perception of the setting.

Sector C

15.5.5 The landscape baseline may evolve through the ongoing improvement of airport facilities and infrastructure, although such changes would generally remain consistent with the established airport character.

Sector D

15.5.6 Operational changes within this sector are likely to be limited to internal modifications, refurbishment works, or routine upgrades to airport facilities. Consequently, there is limited potential for changes to the landscape baseline or visual amenity experienced by landside receptors.

Sector E

15.5.7 The landscape baseline may evolve through the continued development and enhancement of apron, terminal, and associated airport facilities. However, these would be characteristic to their setting.

Sector F

15.5.8 The landscape baseline may evolve through ongoing investment in passenger, transport, and parking facilities, reflecting changing operational and passenger requirements.

15.5.9 Such changes would further reinforce the urbanised airport character and would be viewed in conjunction with the surrounding airport facilities, remaining consistent with the established visual context.

Sector G

15.5.10 The evolution of the landscape and visual baseline within Sector G is anticipated to be limited. The existing landscape character and visual amenity would therefore be expected to remain similar.

Sector H

15.5.11 Changes associated with the routine management and adaptation of airport operational and parking facilities would be consistent with the existing airport environment and would not be uncharacteristic of the setting. Visibility from nearby receptors, including Dardistown Cemetery, would likely remain limited due to existing semi-mature and mature boundary vegetation.

Sector I

15.5.12 The continued evolution and gradual intensification of existing infrastructure within the wider airport estate may be recognisable in operation but would not materially alter the overall composition or character of available views.

Sector J

15.5.13 Ongoing changes associated with airport operations, infrastructure renewal, and facility upgrades may continue to influence the visual amenity and landscape character experienced by nearby residential receptors and road users. Given the operational requirements of the airport and associated constraints on establishing substantial screening vegetation adjacent to existing infrastructure, these changes may remain noticeable in certain views.

Sector K

15.5.14 Changes associated with the routine management, adaptation, and potential reconfiguration of airport operational and parking facilities would be consistent with the established airport environment and would not be uncharacteristic of the landscape or visual setting.

15.6 Assessment of Likely Significant Effects

15.6.1 This section presents the findings of the Principal Assessment only (2029 Permitted Operation (32 mppa) vs 2029 Proposed Operation (40 mppa)). This section forms the basis for identifying likely significant effects and any additional (tertiary) mitigation measures.

15.6.2 With the Proposed Order (40 mppa) in place and when compared to the 2029 Permitted Operation (32 mppa), the airport operations would intensify, including increased aircraft taking off and landings, increased airside ground activity associated with aircraft taxiing, handling and servicing as well as increased vehicular traffic accessing and departing the airport and airport environment, and increased activity within existing terminal buildings and operational areas.

Landscape Effects

15.6.3 Landscape effects typically arise from physical changes to the fabric, character, or condition of the landscape. The Proposed Order does not include any physical works or changes to existing infrastructure. Consequently, there would be no direct or indirect changes to the physical characteristics of the landscape such as:

- landscape character;
- landform;
- vegetation;
- built form;
- landscape pattern; or
- landscape fabric.

15.6.4 The landscape resource itself will remain unchanged. Considering that the existing busy commercial airport is part of the existing landscape character, the increase in passenger numbers will not materially alter the landscape character of the 'Low Lying Agriculture Landscape Character Type (LCT)'. Considering the low sensitivity of this LCT (as described in Section 15.4.3), the magnitude of landscape change is Negligible, and the resulting effect is Imperceptible.

Visual Effects

15.6.5 In the absence of any proposed physical development, any visual effects would therefore arise from changes in the frequency of visible activity, rather than changes to the physical composition of views. Given that aircraft movements and associated ground traffic are existing and characteristic components of views within the airport environs, the Proposed Order would not introduce new visual elements or alter the overall composition of views. While there may be a slight increase in the frequency of visible aircraft and ground traffic, this would represent a change in the intensity of existing operational activity rather than a material change in visual amenity. No new categories of traffic or operational activity would be introduced as a result of the Proposed Order. The change therefore relates solely to the frequency and intensity of existing activity. Accordingly, visual effects are anticipated to be negligible and imperceptible or, at most, low and not significant.

15.6.6 As described above in Section 15.3 – Photomontages, baseline photography has been captured for a number of viewpoints to provide a current overview of the baseline for each viewpoint and confirms that the visual baseline remains substantially unchanged apart from the ongoing construction of the Sofitel Hotel north of the Terminal 2 building. Viewpoint photography is included in the Booklet of Verified Views in Appendix 15-1, EIAR Volume 4. Table 15-13 below describes the current baseline for all viewpoints and provides an assessment of visual effects.

15.6.7 The small images included in Table 15-13 for baseline photography are for reference and orientation only. Please refer to Appendix 15-1 for full scale images.

Table 15-13 Viewpoint baseline description

Viewpoint No. and Location Description

Viewpoint No. 1

Location:

Viewpoint 01 (photography taken in June 2026) is captured from a Dublin bus stop on the Swords Road - the R132. The road runs in a broadly north south alignment through the airport lands, approximately 300m southeast of the airport South Apron. The viewpoint is located more or less under the flight path of the southern runway (South Runway (10R/28L).

High security metal fencing runs along the boundary of airside and landscape areas of Dublin Airport on the far side of the R132. Airport related structures, including airfield lighting masts, are prominently visible in this view. The curved roofline of Terminal 2 protrudes above the aviation activity in the mid distance as well as the upper floors of the new Sofitel Hotel, which is currently under construction. To the east of Terminal 2, a number of cargo terminals and cargo units are largely screened by aircraft; the An Post building protrudes to the right of this image.

Open views towards the airport facilities are screened by the earthen berm boundary treatment in the foreground.

Receptor Groups:

The view is largely experienced by moving vehicular users along the R132 Swords Road dual carriageway, and some pedestrians and cyclists.

Value:

Views are across a highly altered landscape with a large amount of airport, security fencing and road infrastructure. The view is considered of Low value.

Susceptibility:

Receptors of the view are considered to have a Low susceptibility to visual change, as the view is either transient or not relevant to the purpose of the activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers passing by are not of primary interest. Pedestrians standing at the bus stop will notice changes to the view, but being at the bus shelter is not associated with the quality of the view.

Visual Effects:

Increased aircraft frequency and road traffic may be perceptible but would be experienced within an established airport environment and along existing road infrastructure with existing air and road traffic activity. Any change would be infrequent in perception relative to existing conditions.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 2

Location:

Viewpoint 02 (photography taken in June 2026) is located at the junction of Corballis Park and Corballis Road South within the airport complex. The viewpoint affords a south westerly view across the Orange Zone Staff car park. To the left of this image, the former Ryanair head office and Terminal 1 Cargo building is largely screened by a row of early mature trees located along Corballis Drive. Mature, maintained hedgerows form the car park boundary, and a tree line of early mature trees in north south alignment spans the car park. The Aer Lingus staff development building frames the right of the image. The background contains sections of the Terminal 2 building and other mixed-used developments, including the new Sofitel Hotel, which is currently under construction. The composition is pleasant; the treeline provides visual amenity, a natural backdrop to the carpark and enhances the built environment. The view permits a short distance view towards the car park and a mid-distance view of the sky on a low-lying horizon.

Receptor Groups:

The view is located along the main access route to the national airport and is experienced by vehicular users along the local road network, particularly Corballis Park and Corballis Road South and by vehicular users travelling towards Terminal 2, as well as pedestrians and cyclists.

Value:

Views are across a built-up landscape with a large amount of existing infrastructure, car parks and formal planting. The view is considered of Low value.

Susceptibility:

Receptors of the view are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of the activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or pedestrians passing by are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport hub, including parking activities. However, change occurs within a baseline of continuous traffic / parking activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 3

Location:

Viewpoint 03 (photography taken in August 2023, no material change when compared to June 2026) is located on a green area adjacent to Corballis Road South, approximately 100m east of Terminal 2.

The images capture a glimpsed view of the Dublin mountains on the skyline between the Aer Lingus Catering building to the left of this image, and the Energy Centre building to the right. The buildings are industrial in character with dark clad façade treatment.

A row of mixed native tree species provides some visual amenity and screening along the Corballis Road South roadside.

The view permits a short distance view towards the existing built environment and a mid-distance view of the sky on a low-lying horizon.

Receptor Groups:

The view is located along the main access route to the national airport and is experienced by vehicular users along the local road network, particularly Corballis Park and Corballis Road South, and by vehicular users travelling towards the landmark Terminal 2 building, including a significant number of air travellers, tourists and people working at the airport.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Receptors of the view are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of the activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or pedestrians passing by are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport hub. However, change occurs within a baseline of continuous traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 4

Location:

Viewpoint 04 (photography taken in June 2026) is located on Collinstown Lane / Old Airport Road (L2015). The local road runs in an east west alignment along the south perimeter of the airport lands.

The view affords an open vista across a large, grassed area associated with the airport runway infrastructure. The monoculture grass species discourages biodiversity, mitigating against habitat to prevent aircraft wildlife hazards.

In the mid distance the Terminal 2 building and ancillary structures are visible protruding above airport ground activities.

Receptor Groups:

The view location offers open views to recreational observers of aircraft activity (plane spotters). Vehicular users along the Collinstown Lane / Old Airport Road, L2015 local road experience open views towards the airport-built form.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity. However, plane spotters observing the airport activity and the general comings and goings of aircraft will have a high susceptibility to visual changes, as they may impact the primary purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers are not of primary interest. The sensitivity of plane spotters is considered high, as the view of the airport operations is the one reason to visit this area.

Visual Effects:

Increased aircraft frequency and taxiing may be marginally perceptible but would be experienced within an established runway environment with existing air traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 5

Location:

Viewpoint 05 (photography taken in June 2026) is located approximately 350 m west of Viewpoint 04 along the Collinstown Lane / Old Airport Road, the L2015.

This view affords a similar visual experience as Viewpoint 04, with an open vista across a large, grassed area associated with the airport runway infrastructure in the foreground and the existing South Apron and adjacent cargo buildings.

In the mid distance the Terminal 2 building and the adjacent new Sofitel Hotel building (currently under construction) are visible, protruding above airport ground activities on an area of hardstanding in front of the existing cargo terminals and cargo units.

Receptor Groups:

The view location offers open views to recreational observers of aircraft activity. Vehicular users along the Collinstown Lane / Old Airport Road, L2015 local road experience open, however transient views towards the airport-built form.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity. However, plane spotters observing the airport activity and the general comings and goings of aircrafts will have a high susceptibility to visual changes, as they may impact the primary purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers are not of primary interest. The sensitivity of plane spotters is considered high, as the view of the airport operations is the one reason to visit this area.

Visual Effects:

Increased aircraft frequency and taxiing may be marginally perceptible but would be experienced within an established runway environment with existing air traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 6

Location:

Viewpoint 06 (photography taken in June 2026) is located at the west end of Atrium Road; the road is comprised of several lanes of traffic, providing set down and public transport facilities as part of the existing ground transportation centre.

The viewpoint affords an open view eastward, capturing the Terminal 1 short-term car park to the left and partly to the right of the image. The belfry of the Church of Our Lady Queen of Heaven protrudes above the existing Terminal 2 multistorey car park in the mid distance adjacent to Terminal 2, which is located in the background. The new Sofitel Hotel building (currently under construction), located between the Terminal 2 multistorey car park and the Terminal 2 building, forms another prominent point of focus.

Receptor Groups:

The view is largely experienced by vehicular users along Atrium Road and accommodates pedestrians moving between the car park and the Terminal buildings.

Value:

Views are across the existing Ground Transportation Centre, which is set in an entirely built-up area. The view is considered of Low value.

Susceptibility:

Receptors of the view are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of the activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or pedestrians passing by are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport hub. However, change occurs within a baseline of continuous traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 7

Location:

Viewpoint 07 (photography taken in June 2026) is located in the church car park off Atrium Road. The Church of Our Lady Queen of Heaven is identified in Fingal Development Plan Appendix 5 as a Protected Structure.

The viewpoint location affords a short view eastward across the church buildings towards the existing Terminal 2 MSCP and the new Sofitel Hotel building (currently under construction). The lower levels of the existing curved façade of the concrete structure are partially screened by intervening weather shield walkways. The upper levels and an open rooftop car park are visible.

The gradual development of the built environment has resulted in an increasingly cluttered appearance, and the landscape character largely expresses function over form.

Receptor Groups:

The view is largely experienced by vehicular users along Atrium Road and accommodates a significant number of pedestrians moving between the car park and the Terminal buildings.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers or passengers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or passengers are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active car parking area. However, change occurs within a baseline of active traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 8

Location:

Viewpoint 08 is located in the church car park off Atrium Road, a short distance from Viewpoint 07 above.

The location affords a mid-distant view south-eastwards towards Terminal 2, capturing the west façade of the Terminal 2 MSCP, the northern façade of the new Sofitel Hotel (currently under construction) and orientates towards the proposed PE2 (South Apron) development.

Receptor Groups:

The view is largely experienced by vehicular users along Atrium Road and accommodates pedestrians moving between the car park and the Terminal buildings.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers or passengers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or passengers are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active car parking area. However, change occurs within a baseline of active traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 9

Location:

Viewpoint 09 (photography taken in August 2023, no material change when compared to June 2026) is located at the bus parking area near Terminal 1.

The viewpoint orientates in a broadly westerly direction towards the location of the proposed PE1 (North Apron) development.

The foreground of the baseline view comprises Atrium Road and areas of surface car parking as well as multi-storey car parking facilities.

The built environment in the mid distance is occupied by a number of aircraft hangars in various colours and façade treatments and administration buildings. A number of young trees along the road boundary provides some visual screening.

Receptor Groups:

The view is largely experienced by moving vehicular users along Atrium Road accessing and exiting airport facilities. This view is experienced by pedestrians using public [bus] transport; however, it will not be a primary focus of their journey.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers or passengers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or passengers are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport hub. However, change occurs within a baseline of continuous traffic / parking activity and will be indistinguishable when compared to the existing baseline.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 10

Location:

View 10 (photography taken in June 2026) is located on the northern side of Corballis Road North and orients towards the existing Terminal 2 MSCP.

Apart from the multi-lane Corballis Road North with overhead signage gantries, the view contains a number of mixed-use buildings, including the Terminal 2 MSCP.

A number of semi-mature roadside trees and low hedgerows provide some visual screening to lower sections of the mixed-used buildings, including the Terminal 2 MSCP.

Receptor Groups:

The Corballis Road North has four lanes of vehicle traffic and a segregated cycle lane, all of which travel in a single direction towards the airport exit - away from the airport (and away from the Proposed PE8 (Terminal 2 MSCP Development.

The adjacent drive-thru fast-food restaurants and fuel station are considered visual receptors.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers or passengers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or passengers are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport corridor. However, change occurs within a baseline of continuous traffic / parking activity and will be indistinguishable when compared to the existing baseline.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 11

Location:

Viewpoint 11 (photography taken in August 2023, no material change when compared to June 2026) is located at a small parking area along the L3132 / Naul Road.

The road bounds the northern perimeter of the airport lands. The image captures the security fencing and earthen berms, which provide visual and acoustic screening across the landscape, restricting open views.

Taller elements of the airport's built environment and lighting are visible protruding above the boundary berms.

Receptor Groups:

The view is largely experienced by fast moving vehicular users along the Naul Road and accommodates recreational observers of aircraft activities.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity. However, plane spotters observing the airport activity and the general comings and goings of aircrafts will have a high susceptibility to visual changes, as they may impact the primary purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers not of primary interest. The sensitivity of plane spotters is considered high, as the view of the airport operations is the one reason to visit this area.

Visual Effects:

Airport activity will remain largely screened. Increased aircraft frequency in the air during take-off and landing may be marginally perceptible but would be experienced within an established runway environment with existing air traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 12

Location:

Viewpoint 12 (photography taken in August 2023, no material change when compared to June 2026) is located approximately 1.7 km west of Viewpoint 11 - at a similar small parking area along the R108 / Naul Road.

The road bounds the northern perimeter of the airport lands. The image captures the airport security boundary fencing and affords an open view across the landscape in a broadly southerly direction.

In the foreground, Crosswind Runway (16/34) has an east – west alignment and occupies a long, narrow parcel of land approximately 500m wide.

The two airport runways wrap around a central area of land in agricultural use.

The landscape character is low lying with historic hedgerows and belts of mature trees visible in the mid distance.

The Dublin mountains are visible in the far distance.

Receptor Groups:

The view is largely experienced by fast moving vehicular users along the Naul Road and accommodates recreational observers of aircraft activities.

Value:

Views are across a highly altered landscape with a large amount of existing infrastructure. The view is considered of Low value.

Susceptibility:

Vehicle drivers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity. However, plane spotters observing the airport activity and the general comings and goings of aircrafts will have a high susceptibility to visual changes, as they may impact the primary purpose of their activity.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers not of primary interest. The sensitivity of plane spotters is considered high, as the view of the airport operations is the one reason to visit this area.

Visual Effects:

Increased aircraft frequency and taxiing may be marginally perceptible but would be experienced within an established runway environment with existing air traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 13

Location:

Viewpoint 13 (photography taken in August 2023, no material change when compared to June 2026) is located on the R108 / Dunbro Lane / Old Naul Road. The viewpoint location affords a short vista across a number of fields in agricultural use. The low-lying landscape comprises substantial mature tree lines and historic hedgerow vegetation typical of a rural landscape character.

Receptor Groups:

The view is largely experienced by vehicular users along the Dunbro Lane / Old Naul Road, the R108, and accommodates pedestrians. Adjacent residential dwellings will experience similar views.

Value:

Views are across a common agricultural landscape and are considered of Low value.

Susceptibility:

Vehicle drivers passing by are considered to have a Low susceptibility to visual change, as the view is not relevant to the purpose of their activity. However, residents will have a high susceptibility to visual changes as they experience this view on a daily basis.

Sensitivity:

The sensitivity of the vehicle drivers is Low as views are secondary to the reason of their activity. The sensitivity of residents is considered High.

Visual Effects:

There will be no visual change perceptible in the visual composition of this view due to the orientation of the view away from the airport environment. The magnitude and significance of visual effects will be ‘None’.



Viewpoint No. 14

Location:

Viewpoint 14 (photography taken in August 2023, no material change when compared to June 2026) is located approx. 100m south of Viewpoint 13 along the R108 / Dunbro Lane / Old Naul Road.

The viewpoint is located adjacent to the former 'Boot Inn' public house and offers an open view across the R108 and the Forrest Tavern Monument in the foreground, and low-lying landscape in agricultural use in the middle distance and background.

The field boundaries comprise substantial mature tree lines and historic hedgerow vegetation typical of a rural landscape character.

Receptor Groups:

The view is largely experienced by vehicular users along the Old Naul Road, the R108, including local pedestrians.

Value:

Views are across a rural landscape from a former public house and are considered of Low value.

Susceptibility:

The view is considered to have moderate susceptibility to landscape change.

Sensitivity:

Vehicular users and visitors to the monument are the main receptor groups experiencing this view. Both receptors have a low-medium sensitivity to changes in available views.

Visual Effects:

There will be no visual change perceptible in the visual composition of this view due to the orientation of the view away from the airport environment. The magnitude and significance of visual effects will be 'None'.



Viewpoint No. 15

Location:

Viewpoint 15 (photography taken in August 2023, no material change when compared to June 2026) is located on the R108 / Dunbro Lane along the southern perimeter of Runway 16/34.

The road veers to the south in the mid distance – closing the vista. The viewpoint has a south-easterly orientation. The landscape is low lying with open views of treelines and vegetation. Occasional elements of existing infrastructure are visible protruding above the existing landscape vegetation.

Receptor Groups:

The view is largely experienced by vehicular users along Dunbro Lane, the R108.

Value:

Views are across a rural landscape with a large amount of airport and road infrastructure. The view is considered of low value.

Susceptibility:

The view is considered to have Low susceptibility to landscape change.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or pedestrians passing by are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth are unlikely to be distinguishable within this view due to the location being away from the main passenger travel routes. Increased aircraft frequency during take-off and landing may be marginally perceptible but would be experienced within an established runway environment with existing air traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 16

Location:

Viewpoint 16 (photography taken in May 2024, no material change when compared to June 2026) is located on the approach road to the Original Terminal and the North Terminal buildings. The viewpoint has a northerly orientation. The character of the view is defined by road infrastructure with lawn islands, some with hedgerow and small tree planting, as well as lighting poles, areas of car parking, sections of the Original Terminal building on the left, the North Terminal building in the centre and in front of the Skybridge, which facilitates Pier 1, and which runs as a band in the background. A section of Skybridge House is visible on the right of this view in the background behind the Skybridge.

Receptor Groups:

The view is largely experienced by vehicular users or pedestrians along the access road and footpaths to the Original Terminal and North Terminal buildings.

Value:

The view is across access roads and footpaths, facilitating a conglomerate of terminal buildings from different architectural periods. The view is considered of Low value.

Susceptibility:

The view is considered to have Low susceptibility to visual change.

Sensitivity:

The sensitivity of the visual observer is Low. Views experienced by vehicle drivers or pedestrians passing by are not of primary interest.

Visual Effects:

Increased traffic and operational activity would be absorbed within the existing high-intensity airport environment.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 17

Location:

Viewpoint 17 (photography taken in June 2026) is located on a cycle lane / footpath along Corballis Road North, adjacent to a bus stop opposite the Terminal 1 Short Term Car Park, Park C building and bus parking area.

Corballis Road North continues east, passing the existing surface car park and the Terminal 2 Multi-Storey Car Park in the middle distance. The 'Our Lady Queen of Heaven' Church with its prominent belfry is located in the middle distance in front of the Terminal 2 building as well as the adjacent new Sofitel Hotel (currently under construction), which are located in the background.

The viewpoint has an easterly orientation, and the view is across road infrastructure, parking facilities with a range of lighting poles and buildings of various heights.

Receptor Groups:

The view is largely experienced by cyclists, pedestrians, and vehicle users along Corballis Road North.

Value:

The view is across an intensely utilised airport environment with road and surface parking infrastructure, as well as common airport buildings related to Terminal 2, as well as religious buildings. The view is considered of Low value.

Susceptibility:

The view is considered to have Low susceptibility to visual change.

Sensitivity:

The sensitivity of the visual observer is Low. The content of views experienced by cyclists, pedestrians and vehicle users passing by are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active transport hub and along the road infrastructure. However, change occurs within a baseline of continuous traffic / parking activity and will be barely distinguishable when compared to the existing baseline.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



Viewpoint No. 18

Location:

Viewpoint 18 (photography taken in May 2024, no material change when compared to June 2026) is located on a cycle lane along Corballis Road North, adjacent to a bus stop opposite the Terminal 1 Short Term Car Park, Park C building.

The road veers to the south in the mid distance – closing the vista. The viewpoint has a north-westerly orientation.

The view is across a staff car park towards the Skybridge and Skybridge House on the left, as well as sections of Hangar 1 – 3, an electrical substation and other related building structures in the centre and to the right of this view.

Receptor Groups:

The view is largely experienced by cyclists, pedestrians, and car park users.

Value:

The view is across an intensely utilised airport environment with car park and access infrastructure, office buildings and hangars. The view is considered of Low value.

Susceptibility:

The view is considered to have Low susceptibility to visual change.

Sensitivity:

The sensitivity of the visual observer is Low. The content of views experienced by cyclists, pedestrians passing by, or car park users are not of primary interest.

Visual Effects:

Increased vehicular movements associated with passenger growth may be noticeable within this already highly active car parking area. However, change occurs within a baseline of active traffic activity.

The magnitude of visual change is considered Negligible. The resulting significance / quality of visual change is considered Imperceptible / Neutral.



15.7 Mitigation and Monitoring

15.7.1 No mitigation measures are required for landscape and visual effects. The Proposed Order does not include any physical development or changes to the existing infrastructure that would alter the landscape resource or the physical composition of views. The predicted increase in aircraft and vehicular movements would result in a negligible change in the frequency of existing operational activity, giving rise to imperceptible (neutral) landscape and visual effects. As no significant adverse landscape or visual effects have been identified, no mitigation measures and subsequent monitoring will be necessary.

15.8 Residual Effects

15.8.1 The Proposed Order comprises an operational increase in passenger throughput and associated aircraft and vehicular movements, with no physical development or changes to existing infrastructure. Consequently, there would be no changes to the landscape resource and no landscape effects.

15.8.2 Although the increase in operational activity would result in an increase in the frequency of aircraft and ground traffic visible within the existing active airport environment, these are established characteristics of the baseline. The Proposed Order would not alter the physical composition of views or materially affect visual amenity. The resulting significance of residual visual effects is overall assessed as imperceptible (neutral).

15.8.3 Accordingly, no significant residual landscape or visual effects are predicted as a result of the Proposed Order. No landscape and visual mitigation measures are required.

15.9 Cumulative Effects

15.9.1 Chapter 20: In-Combination and Cumulative Effects identifies the potential for in-combination effects as a consequence of the Proposed Order. The Proposed Order does not include any physical development, alteration to existing infrastructure or changes to the landscape resource. Consequently, no direct landscape effects have been identified. While the Proposed Order would result in an increase in aircraft and associated vehicular movements, these activities would occur within the existing operational airport environment and would not introduce new visual elements or alter the physical composition of views. Any change would be limited to a slight increase in the frequency of existing operational activity and has been assessed as not giving rise to greater than negligible visual effects of imperceptible significance.

15.9.2 The potential for cumulative landscape and visual effects has been considered in accordance with the methodology set out in Section 15.3 and Chapter 20: In-Combination and Cumulative Effects. Given the limited nature and magnitude of the landscape and visual changes associated with the Proposed Order, these are not anticipated to materially contribute to cumulative effects when considered alongside other existing, approved or reasonably foreseeable developments.

15.9.3 Although a number of nearby developments have been identified within the cumulative assessment, these principally comprise construction-related projects. The Proposed Order does not involve construction activities, and therefore there is no overlap of construction effects. Any operational changes associated with these developments would occur within the context of an existing airport and surrounding commercial environment and would not combine with the Proposed Order to materially alter landscape character or visual amenity. Accordingly, no significant cumulative landscape or visual effects have been identified.

15.10 Indirect, Secondary and Transboundary Effects

15.10.1 Indirect and secondary effects are defined in the EPA Guidelines as effects that are not a direct result of the Proposed Order but occur through an indirect pathway. As the Proposed Order does not include any physical development or changes to existing infrastructure, no direct or indirect effects on landscape character would arise.

15.10.2 Potential visual effects are limited to indirect effects associated with a slight increase in the frequency of aircraft movements and associated road traffic to accommodate increased passenger throughput. These effects relate solely to changes in the intensity of existing operational activity and are assessed within this chapter. No secondary landscape or visual effects have been identified. The zone of influence of the identified effects is confined to the vicinity of the airport and does not extend beyond the State. Accordingly, no transboundary landscape or visual effects are anticipated.

15.11 Conclusions

15.11.1 The Proposed Order would facilitate an increase in passenger throughput and associated aircraft and vehicular movements without any physical development or changes to existing infrastructure. As a result, there would be no changes to the landscape resource, landscape character or the physical composition of views.

15.11.2 The assessment concludes that the Proposed Order would not give rise to significant landscape or visual effects. Landscape effects are assessed as Imperceptible (Neutral), while visual effects would be limited to a slight increase in the frequency of existing operational activity within the established airport environment and are assessed as Imperceptible (Neutral) or, at most, Not Significant.

15.11.3 No mitigation or monitoring measures are required, as no significant adverse landscape or visual effects have been identified. Furthermore, no significant cumulative, indirect, secondary or transboundary landscape or visual effects are anticipated. Overall, the Proposed Order is not predicted to result in any significant landscape or visual effects during its operation.