MWP

ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)

Ros an Mhíl Deep Water Quay

Chapter 13: Landscape & Visual Impact Assessment

Department of Agriculture, Food and the Marine

November 2025

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13. Landscape and Visual Impact Assessment

13.1 Introduction

This chapter describes the landscape and seascape context of the study area in which the proposed deep water quay at Ros an Mhíl will be located and assesses the likely effects of the development on the receiving environment in terms of both landscape/seascape character and visual amenity.

13.2 Methodology

13.2.1 Definitions of Study Area

Following a desktop review, a field survey and a review of a computer-generated Zone of Theoretical Visibility (ZTV), it is considered that the proposed deep water quay will be difficult to discern beyond approximately 5km and is not likely to give rise to significant landscape or visual effects beyond approximately 2km. In the interests of a comprehensive appraisal, a 5km radius study area has been used in this assessment. However, the particular focus is on receptors within 2km, except where iconic or designated scenic viewpoints exist at greater distances out to 5km and visibility of the deep water quay is more likely.

13.2.2 Assessment Methodology

Production of this Seascape/Landscape and Visual Effect Assessment involved:

- A desktop study to establish an appropriate study area, relevant landscape and visual designations in the Galway County Development Plan 2022-2028 as well as other sensitive visual receptors. This stage culminates in the selection of a set of potential viewpoints (9 No. in total) from which to study the effects of the deep water quay;
- Fieldwork to establish the landscape character of the receiving environment and to confirm and refine the set of viewpoints to be used for the visual assessment stage;
- Assessment of the significance of the landscape effect of the proposal as a function of landscape/seascape sensitivity weighed against the magnitude of the landscape/seascape effect; and
- Assessment of the significance of the visual effect of the proposal as a function of visual receptor sensitivity weighed against the magnitude of the visual effect.

Landscape/Seascape Effects

When assessing the potential effects on the landscape/seascape resulting from a proposed development, the following criteria are considered:

- Landscape/seascape character, value and sensitivity;
- Magnitude of likely effects; and
- Significance of landscape effects.

The sensitivity of the landscape/seascape to change is the degree to which a particular receptor (Landscape/Seascape Character Area (LCA) or feature) can accommodate changes or new features without unacceptable detrimental effects to its essential characteristics. Landscape/seascape value and sensitivity are classified using the criteria derived from GLVIA as indicated in Table 13-1.

Table 13-1: Landscape/Seascape Value and Sensitivity

Sensitivity	Description
Very High	Areas where the landscape/seascape character exhibits a very low capacity for change in the form of development. Examples of which are high value landscape/seascapes, protected at an international or national level (World Heritage Site/Marine Park), where the principal management objectives are likely to be protection of the existing character.
High	Areas where the landscape/seascape character exhibits a low capacity for change in the form of development. Examples of which are high value landscape/seascapes, protected at a national or regional level (National Parks), where the principal management objectives are likely to be considered conservation of the existing character.
Medium	Areas where the landscape/seascape character exhibits some capacity and scope for development. Examples of which are landscape/seascapes, which have a designation of protection at a county level or at non-designated local level where there is evidence of local value and use.
Low	Areas where the landscape/seascape character exhibits a higher capacity for change from development. Typically, this would include lower value, non-designated landscape/seascapes that may also have some elements or features of recognisable quality, where landscape/seascape management relate to enhancement rather than protection.
Negligible	Areas of landscape/seascape character that include dereliction and industrial uses where there would be a reasonable capacity to embrace change or the capacity to include the development proposals. Management objectives in such areas could be focused on change, creation of landscape/seascape improvements and/or restoration to realise a higher value.

The magnitude of a predicted landscape/seascape effect is a product of the scale, extent or degree of change that is likely to be experienced as a result of the proposed development. The magnitude takes into account whether there is a direct physical effect resulting from the loss of landscape/seascape components and/or a change that extends beyond the proposal site boundary that may have an effect on the landscape/seascape character of the area. Table 13-2 below shows how to interpret the magnitude of landscape/seascape effects.

Table 13-2: Magnitude of Landscape/Seascape Effects

Sensitivity	Description
Very High	Change that would be large in extent and scale with the loss of critically important landscape/seascape elements and features, that may also involve the introduction of new uncharacteristic elements or features that contribute to an overall change of the landscape/seascape in terms of character, value and quality.
High	Change that would be more limited in extent and scale with the loss of important landscape/seascape elements and features, that may also involve the introduction of new

Sensitivity	Description
	uncharacteristic elements or features that contribute to an overall change of the landscape/seascape in terms of character, value and quality.
Medium	Changes that are modest in extent and scale involving the loss of landscape/seascape characteristics or elements that may also involve the introduction of new uncharacteristic elements or features that would lead to changes in landscape/seascape character, and quality.
Low	Changes affecting small areas of landscape/seascape character and quality, together with the loss of some less characteristic landscape/seascape elements or the addition of new features or elements.
Negligible	Changes affecting small or very restricted areas of landscape/seascape character. This may include the limited loss of some elements or the addition of some new features or elements that are characteristic of the existing landscape/seascape or are hardly perceivable

The significance of a landscape/seascape effect is based on a balance between the sensitivity of the landscape/seascape receptor and the magnitude of the effect. The significance of landscape/seascape effects is arrived at using the following matrix:

Table 13-3: Landscape/Seascape Effect Significance Matrix

Scale / Magnitude	Sensitivity of Receptor				
	Very High	High	Medium	Low	Negligible
Very High	Profound	Profound-substantial	Substantial	Moderate	Minor
High	Profound-Substantial	Substantial	Substantial-moderate	Moderate-slight	Slight-Imperceptible
Medium	Substantial	Substantial-moderate	Moderate	Slight	Imperceptible
Low	Moderate	Moderate-slight	Slight	Slight-imperceptible	Imperceptible
Negligible	Slight	Slight-imperceptible	Imperceptible	Imperceptible	Imperceptible

Visual Effects

As with the landscape/Seascape effect, the visual effect of the proposed deep water quay will be assessed as a function of sensitivity versus magnitude. In this instance the sensitivity of the visual receptor (viewer), weighed against the magnitude of the visual effect. Unlike landscape sensitivity, the sensitivity of visual receptors has an anthropocentric basis. It considers factors such as the perceived quality and values associated with the view, the landscape context of the viewer, the likely activity they are engaged in and whether this heightens their awareness

of the surrounding landscape. A list of the factors considered by the assessor in estimating the level of sensitivity for a particular visual receptor is outlined below and used in Table 13-3 to establish visual receptor sensitivity at each VRP:

Susceptibility of Receptors - In accordance with the Institute of Environmental Management and Assessment ("IEMA") Guidelines for Landscape and Visual Assessment (3rd edition 2013) visual receptors most susceptible to changes in views and visual amenity are;

- Residents at home;
- People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape and on particular views;
- Visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience;
- Communities where views contribute to the landscape setting enjoyed by residents in the area; and
- Travellers on road rail or other transport routes where such travel involves recognised scenic routes and awareness of views is likely to be heightened.

Visual receptors that are less susceptible to changes in views and visual amenity include;

- People engaged in outdoor sport or recreation, which does not involve or depend upon appreciation of views of the landscape; and
- People at their place of work whose attention may be focused on their work or activity, not their surroundings and where the setting is not important to the quality of working life. Recognised scenic value of the view (County Development Plan designations, guidebooks, touring maps, postcards etc.). These represent a consensus in terms of which scenic views and routes within an area are strongly valued by the population because in the case of County Developments Plans, for example, a public consultation process is required;
- Views from within highly sensitive landscape areas. Again, highly sensitive landscape designations are usually part of a county's Landscape Character Assessment, which is then incorporated within the County Development Plan and is therefore subject to the public consultation process. Viewers within such areas are likely to be highly attuned to the landscape around them;
- Primary views from dwellings. A proposed development might be seen from anywhere within a particular residential property with varying degrees of sensitivity. Therefore, this category is reserved for those instances in which the design of dwellings or housing estates, has been influenced by the desire to take in a particular view. This might involve the use of a slope or the specific orientation of a house and/or its internal social rooms and exterior spaces;
- Intensity of use, popularity. This relates to the number of viewers likely to experience a view on a regular basis and whether this is significant at county or regional scale;
- Connection with the landscape. This considers whether or not receptors are likely to be highly attuned to views of the landscape i.e. commuters hurriedly driving on busy national route versus hill walkers directly engaged with the landscape enjoying changing sequential views over it;
- Provision of elevated panoramic views. This relates to the extent of the view on offer and the tendency for receptors to become more attuned to the surrounding landscape at locations that afford broad vistas;

- Sense of remoteness and/or tranquillity. Receptors taking in a remote and tranquil scene, which is likely to be fairly static, are likely to be more receptive to changes in the view than those taking in the view of a busy street scene, for example;
- Degree of perceived naturalness. Where a view is valued for the sense of naturalness of the surrounding landscape it is likely to be highly sensitive to visual intrusion by distinctly manmade features;
- Presence of striking or noteworthy features. A view might be strongly valued because it contains a distinctive and memorable landscape feature such as a promontory headland, lough or castle;
- Historical, cultural and/or spiritual significance. Such attributes may be evident or sensed by receptors at certain viewing locations, which may attract visitors for the purposes of contemplation or reflection heightening the sense of their surroundings;
- Rarity or uniqueness of the view. This might include the noteworthy representativeness of a certain landscape type and considers whether the receptor could take in similar views anywhere in the broader region or the country;
- Integrity of the landscape character. This looks at the condition and intactness of the landscape in view and whether the landscape pattern is a regular one of few strongly related components or an irregular one containing a variety of disparate components;
- Sense of place. This considers whether there is special sense of wholeness and harmony at the viewing location; and
- Sense of awe. This considers whether the view inspires an overwhelming sense of scale or the power of nature.

Those locations which are deemed to satisfy many of the above criteria are likely to be of higher sensitivity. No relative importance is inferred by the order of listing. Overall sensitivity may be a result of a number of these factors or, alternatively, a strong association with one or two in particular.

13.3 Baseline Environment

13.3.1 Landscape/Seascape Baseline

The Landscape/Seascape baseline represents the existing context and is the scenario against which any changes brought about by the proposed deep water quay will be assessed. Most of the landscape around the proposed development has been characterised as having a high landscape value (see Figure 13-1).

Coastline Characteristics

The coastal setting of west Connemara around Ros an Mhíl and Carroroe consists of a labyrinth of deep inlets, rocky coves and small islands. The shoreline generally rises in short steep cliffs or stony beaches, but the terrain above is only mildly undulating with low hills and small lakes.

Ros an Mhíl Harbour is on the southern side of a bay that is formed at the mouth of the Cashla River, which flows down from a steeper open landscape covered with blanket bog to the northeast. The narrow inlet in which the Ros an Mhíl Harbour is situated broadens to the south as it approaches the north-western corner of Galway with only the Aran Islands providing some enclosure from the Atlantic Ocean.

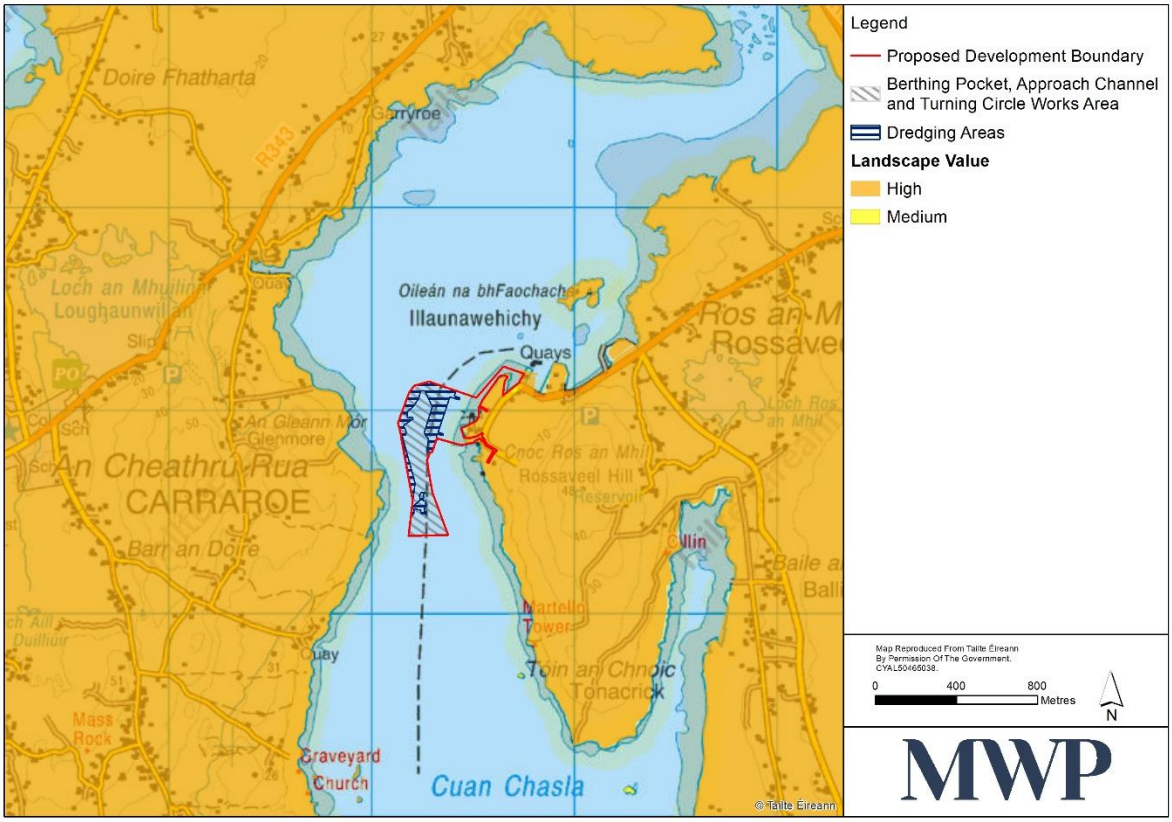

Figure 13-1: Landscape Value

The coastline surrounding the Ros an Mhíl Harbour complex is comprised of small jagged rocky cliffs and occasional rocky outcrops. Above the shoreline the terrain rises at a moderate rate forming undulating hillocks and coastal spurs. The most prominent of these is Ros an Mhíl Hill, which rises approximately 40 meters above sea level immediately west of the site. Opposite this, the settlement of Carraroe is situated on terrain that rises approximately 60 meters above sea level, making it a prominent feature in this coastal landscape.

Centres of Population and Houses

Ros an Mhíl is the nearest centre of population to the proposed deep water quay. A relatively small linear settlement, Ros an Mhíl is situated along the R372 regional road immediately northeast of the proposed development. Carraroe is situated on a coastal promontory to the east of the development and is a much larger settlement than Ros an Mhíl. This centre of population comprises of a number of linear housing clusters that extend out from the main street, as well as numerous one-off dwellings located at lower points in the terrain along the jagged coastline. Situated just under 2.5km north of the proposed deep water quay, Costelloe is a small settlement that primarily consists of large industrial warehouses in addition to several one-off dwellings. Outside of the main settlement nodes there is a relatively dense population lining the network of costal roads and bohereens such that the transition between settlements is not distinctive. This settlement pattern is typical of many Gaeltacht areas throughout the country. Figure 13-2 below shows the coastal settlement arrangement of the central study area.

Transport Routes

The principal transport route in this area is the R336 coastal road which loops from Galway City along the northern coast of Galway Bay and then veers inland through Connemara to join the N59 at Maam Cross. The R336 regional road passes less than 3km northeast of the proposed development where it forms an intersection with the R372 at Derroe crossroads. Oriented in a northeast by southwest direction, the R372 regional road passes through the centre of Ros an Mhíl and terminates at Ros an Mhíl harbour. East of the settlement of Costelloe, two other regional roads diverge from the R336, with the R343 extending out towards Carraroe and the R374 continuing in a northwest direction towards Bealadangan. Apart from these, transport routes in the study area consist of a tight network of local roads that feed coastal bohereens.

Public Amenities and Facilities

This section of coastline, west of Galway City is a popular tourist area hosting numerous hotels, B&Bs, restaurants and pubs. The R372 which intersects the R336 northeast of the development, forms part of the popular 'Wild Atlantic Way' coastal driving route which sweeps around this coastline to the south and southwest of the proposed deep water quay, until it rejoins the R336 regional road. Figure 13-2 illustrates this driving route.

The settlement of Carraroe is also a popular holiday destination. Several walking and cycling routes pass through Ros an Mhíl, many of which use the centre Carraroe as their hub. Ros an Mhíl harbour is very popular among tourists as it provides access to the Aran Islands via a Ferry service.

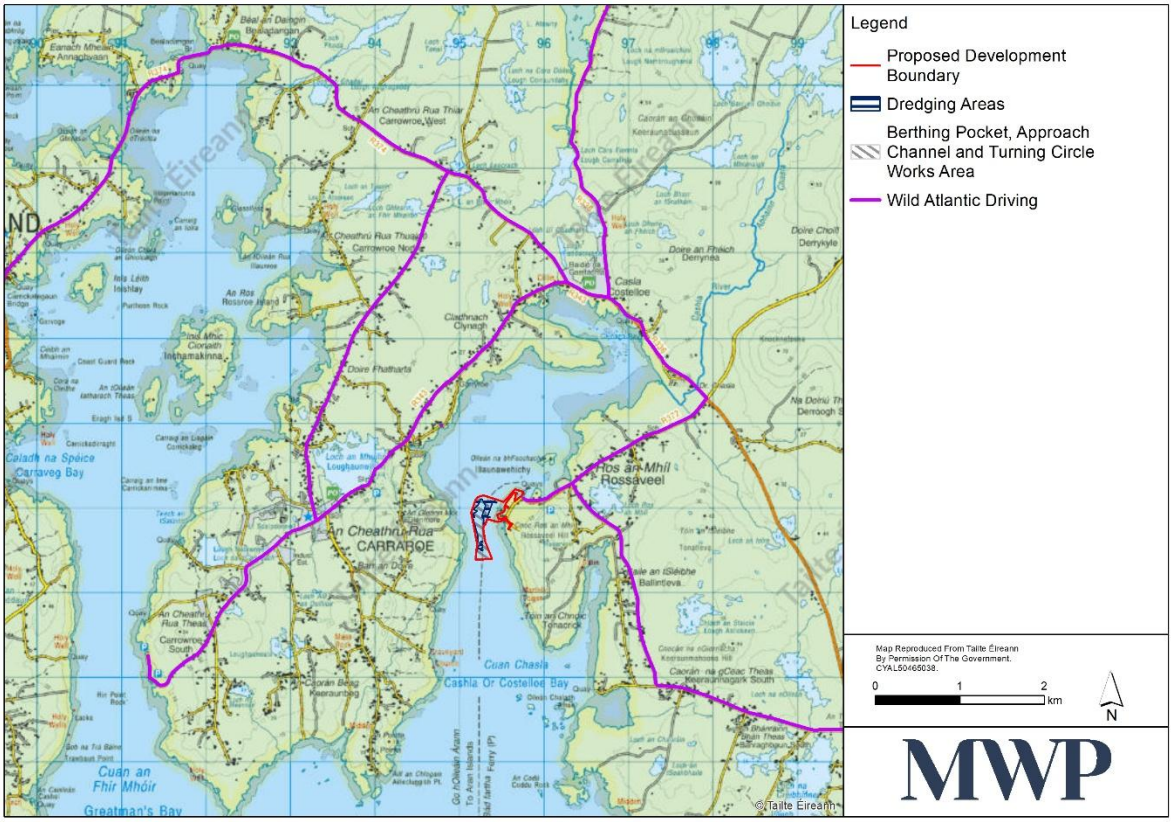

Figure 13-2: Wild Atlantic Way Driving Route

13.3.2 Landscape Policy Context and Designations

Galway County Development Plan (2022 – 2028)

A Landscape Character Assessment has been prepared as part of the Galway County Development Plan which divides the county into 10 landscape character types. The proposed deep water quay is located within 'LCA 17 – Carraroe (Cashla Bay to Glencoh)'. This LCA is shown on the associated Development Plan maps to have a primarily 'High' landscape value rating (the second highest of four possible ratings) (see Figures 13-3 and 13-4). It is also shown to have a 'Class 3 – High' landscape sensitivity rating (the median of five possible classes) although within the Landscape Character Assessment itself it is described as having "Class 3 – High with a coastal edge of Class 4 – Special". This LCA is described as "… flat, open and exposed". The landscape comprises wetland and rocky outcrop in-between the many scattered residential dwellings. The landscape is developed yet not spoilt and the overall setting of the coastal inlet and Kilkieran Bay is quite scenic.

Figure 13-3: Excerpt from Landscape Character Map (Galway CC Development Plan 2022-2028)

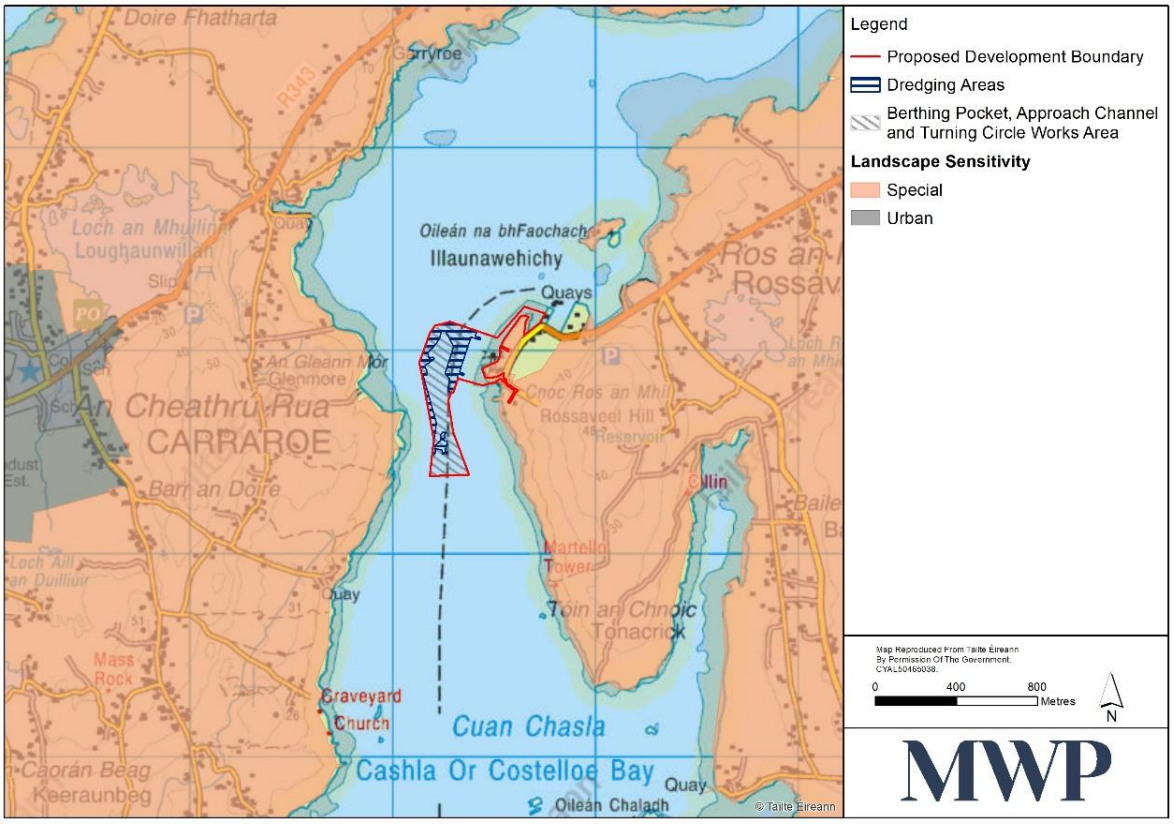

Figure 13-4: Current Landscape Sensitivity Map (Source Galway CC Development Plan 2022-2028)

13.3.3 Visual Baseline

The visual baseline for the proposed deep water quay establishes both the nature of visibility within the study area and the important receptor locations from which the development might be visible. The most salient visual receptors in this instance are local residents who enjoy views across Cashla Bay, and tourists on the Wild Atlantic driving route or catching the ferry to the Arran Islands.

Figures 13-5 to 13-10 provide a series of mostly aerial views of the development site. The first of these is a view of the site prior to any works (Figure 13-5) and the rest are of the development site during and after the works. Prior to the development, the site had a natural rocky coastline, but the inland area was characterised as an industrial and port area with warehouses, roads, parking and storage areas. While there was still some remaining natural vegetation between the existing developed areas there were fragmented and limited in extent. The existing Údarás fisheries warehouse/workshop building and the Customs building are located immediately adjacent to the partially reclaimed fisheries harbour development site.

As seen in Figures 13-5 to 13-10 the edges of the reclaimed area and protective berm are rock embankments, and the central area is flat and cleared. It is also more in keeping with the existing neighbouring commercial, administrative and port facilities.

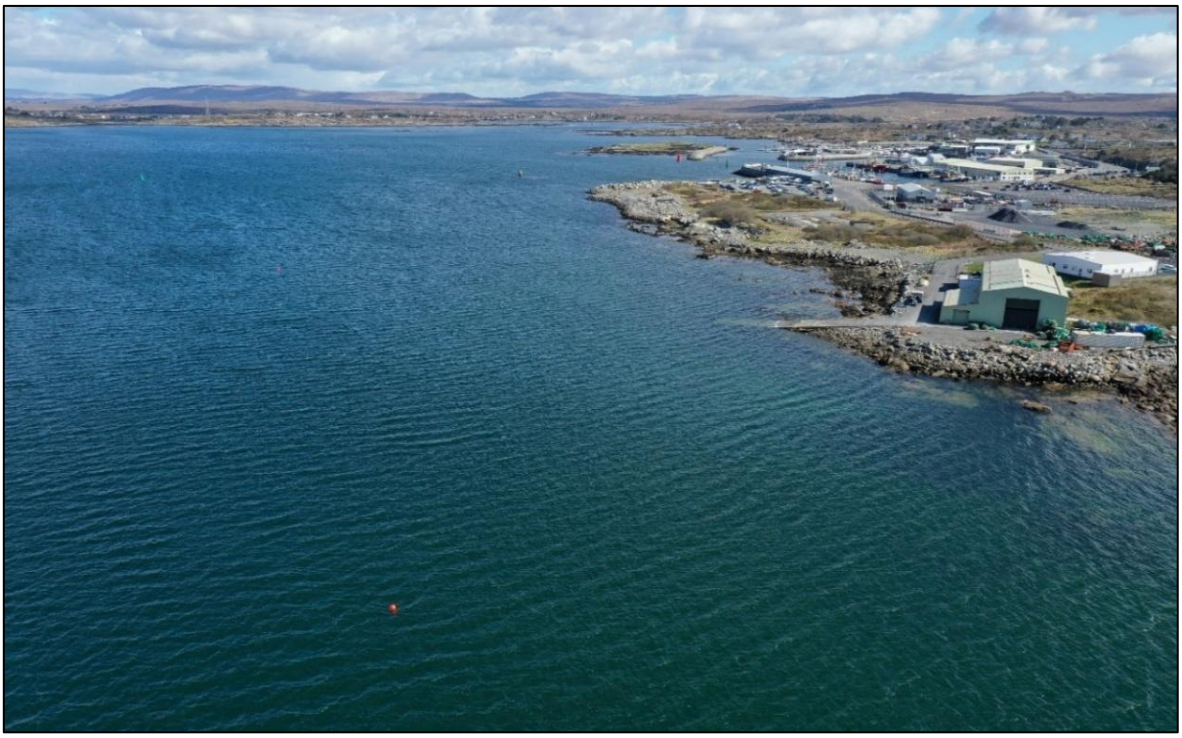

Figure 13-5: Photograph Showing Southern Aerial View of the Development Site in April 2022 (Prior to any Works for the Deep Water Quay Development)

Figure 13-6: Development Site Status on 20th May 2024 when the Works Ceased

Figure 13-7: Northern Aerial View of the Development Site on 29th October 2024

Figure 13-8: Southern Aerial View of the Development Site on 29th October 2024

Figure 13-9: Aerial View of Present-Day Status of the Development Site

Figure 13-10: Current View of the Incomplete Quay Wall Development at Ros an Mhíl from the South (with the Existing Fisheries Warehouse to the Right)

13.4 Description of Likely Effects

13.4.1 Landscape/Seascape Effect Assessment

13.4.1.1 Landscape/Seascape Value and Sensitivity

Landscape/Seascape value and sensitivity are considered in relation to a number of factors highlighted in the Guidelines for Landscape and Visual Impact Assessment 2013, which are set out below and discussed relative to the proposal site and wider study area.

13.4.1.2 Landscape/Seascape Quality (Condition)

This coastal landscape is relatively densely settled with several settlement nodes and a high degree of one-off housing that is typical in Gaeltacht areas. However, this does not present the degradation of a productive rural area as it might in other instances. Instead, there is a sense of harmony between the intricate coastal landscape and the vibrant community it supports through the marine industry, tourism and crafts. There is some agricultural activity in the area, but due to the exposed nature of this landscape much of the land is marginal for farming and is left in a more naturalistic state. There is generally a subtle transition between farmed and fallow areas.

13.4.1.3 Scenic Quality

This area has a strong scenic quality, and this is evidenced by the 'Wild Atlantic Way' route splitting in several directions within the local area in order to bring users to various coastal vistas. A strong sense of 'traditional Ireland' is afforded along these sections of the coastal route in the form of coastal cottages, fishing boats and dry stonewall field boundaries. Within the upland areas to the northeast of the development, the vast open areas of blanket bog and lakes also represent a strong sense of tranquility and the naturalistic. The County Landscape Character Assessment describes the coastline surrounding Carraroe as having a "highly scenic identity". However, it is important to make the distinction that within the environs of Ros an Mhíl harbour, the landscape is more utilitarian. This is an operational harbour with industrial buildings and associated gantries and cranes that supports the local fishing industry and the Aran Islands ferry.

13.4.1.4 Rarity and Representativeness

The intricate rocky shoreline along with the labyrinth of small-scale inlets and islands is synonymous with coastal Connemara, which in turn is representative of the image of traditional Ireland for many tourists. Thus, in the broad context this is a relatively unique landscape/seascape setting. In the regional context of west Connemara this landscape/seascape type is typical except for the high degree of residential development. The Galway Landscape Character Assessment designates LCA 17 – Carraroe (Cashla Bay to Glencoh) as a landscape of the high sensitivity "with a coastal edge of Class 4 – Special".

13.4.1.5 Conservation Interests

A number of Special Areas of Conservation (SACs) are dotted throughout LCA 17 – Carraroe (Cashla Bay to Glencoh), however these are all located to the northwest and are outside of the study area. Effects on SACs and other designated sites such as Special Protection Areas (SPAs) and Natural Heritage Areas (NHA's) are discussed in Chapter 5 and 8.

13.4.1.6 Recreation Value

The surrounding coastline has a high recreation value as a result of its popularity among tourists. The 'Wild Atlantic Way' coastal route attracts a large number of international tourists and passes directly through Ros an Mhíl Harbour. Furthermore, Ros an Mhíl Harbour is an important tourist node as it provides access to the Aran Islands via its ferry service.

13.4.1.7 Perceptual Aspects

A strong sense of windswept tranquillity exists in the more upland areas to the northeast of the proposed deep water quay where vast open bog lands occur. Although the coastline of the central study area is relatively densely populated, it retains some sense of remoteness coupled with a strong sense of community. Ros an Mhíl Harbour is a small but bustling harbour, which reminds visitors that this is a productive coastal area and not a nostalgic postcard.

13.4.1.8 Associations

Connemara and its surrounds have strong association with 'traditional Ireland' as it is one of the few remaining Gaeltacht areas in Ireland. A strong sense of cultural heritage prevails as many of the traditional crafts and industries are still thriving today. It is also the landscape that many tourists associate with traditional Ireland.

13.4.1.9 Summary of Landscape/Seascape Value and Sensitivity

It is considered that whilst the landscape/seascape contained within the study area has a relatively high degree of uniqueness and sensitivity, Ros an Mhíl Harbour and its immediate environs are much more robust. On balance, the **landscape sensitivity** is judged to be **Medium**.

13.4.1.10 Magnitude of Landscape/Seascape Effects

The proposed deep water quay is a substantial feature that will alter a c. 200m section of coastline and seabed penetrating further into Cashla Bay than the existing harbour. It will, therefore, have a noticeable physical effect on the current shoreline and this effect will be permanent and irreversible. It should be noted however, that the section of shoreline in question has been affected by the dumping of compacted fill, stockpiles of earth and rock, a substation structure, a large concrete slab that appears to be the remains of a building or storage area and a large storage warehouse with much fisheries related equipment stored in areas around the building. The remaining areas consist of coastal scrub and there is a considerable accumulation of old and leftover maritime equipment in-situ.

Construction of the deep water quay is expected to take around 24 months to complete. This will consist of underwater dredging of the deep water pocket (12m depth) and approach channel and turning circle and the processing and placement of fill material to form the quay itself. The fill material won from dredging works will be used in the construction of the quay with the remainder likely to be sourced from local quarries and imported using HGVs via the local road network. The remaining rock armour will also be placed to protect the northern and southern sides of the quay. The dredging work will be undertaken using a combination of a dredge-mounted backhoe on land and on floating pontoons, whilst the remainder of the onshore reclamation works will involve earth moving machinery and cranes. There is some minor potential for drilling and blasting in the approach channel and turning circle. Ancillary construction stage facilities will also include the construction compound with temporary car parking and welfare facilities for workers, the concrete batching plant and temporary on-site storage of the caissons prior to being placed in the quay wall (see **Chapter 2** for the full technical description of construction related works). All of these construction stage features and activities will add significantly to the

intensity and scale of activities associated with the existing Harbour facility and are likely to reduce the overall sense of tranquillity within the Cashla Inlet, particularly within 1 km of the works. However, these construction stage works, and associated effects are 'short-term' in duration (1-7 years in accordance with EPA definitions), which substantially reduces the level of significance. They also take place in the context of a busy harbour facility where almost constant activity occurs.

Once completed, the proposed deep water quay will be a flat geometric platform that will contrast in terms of form with the more naturalist sections of the rocky coastline to the south. However, the quay will not appear incongruous in the context of the surrounding harbour, which comprises of various man-made piers, jetties and breakwaters as well as substantial buildings and gantry structures. The rock armour that is proposed to protect the quay at its northern and southern ends references the rocky shorelines of Cashla Bay and will help to blend the development into the more naturalistic sections of coastline in the vicinity. The location of the proposed quay is immediately adjacent to the existing harbour and is the obvious location for an extension to this facility. Indeed, there are some outlying marine industry buildings and associated parking areas immediately adjacent to the south-eastern corner of the reclamation area and the development will serve to consolidate the unutilised space between these and the main harbour.

The proposed deep water quay represents an intensification of the built development at Ros an Mhíl Harbour and will also result in an increase in the intensity of activity at the facility in terms of vehicle and vessel movements.

The reclamation area will also be utilised as a temporary storage area for material and equipment associated with transporting the landed catch from fishing vessels and as such the view of quay is likely to change regularly (having regard to the size of the fishing vessel(s); docking location; unloading equipment; transportation vehicles etc). All of these effects are consistent with normal activity at a busy harbour facility and will not appear as out of the ordinary. Furthermore, a harbour facility can be an important hub for coastal communities such as this one providing direct and indirect employment, a means for transporting goods and a place for departure and arrival for those living on the Aran Islands. A certain degree of local pride is often felt towards bustling harbours or industrial facilities, which makes the intensification of development and associated activities more acceptable and welcomed.

Overall, it is considered that the proposed deep water quay will represent a substantial physical change to a reasonable section of coastline and will bring with it an increase in the intensity of built development and activity at Ros an Mhíl Harbour. However, in terms of landscape/seascape character it represents a consistent extension of an established harbour facility and will consolidate an area of underutilised reclaimed shoreline that currently detracts from the integrity of the harbour. On balance of these reasons, the **magnitude** of landscape/seascape effect is deemed to be **Medium-Low**.

13.4.1.11 Significance of Landscape/Seascape Effect

When the magnitude judgement of **Medium-Low** is coupled with the earlier sensitivity judgement of '**Medium**', the overall significance of landscape/seascape effect is deemed to be **Moderate-Slight**.

13.4.2 Visual Effect Assessment

Table 13-4 sets out the sensitivity of the viewpoint receptors and the assessment criteria for establishing visual effects.

The magnitude of visual effects is determined on the basis of two factors: the visual presence (relative visual dominance) of the development and its effect on visual amenity. The magnitude of visual effects is classified in the Table 13-5, which is derived from the GLVIA.

Table 13-4: Analysis of Visual Receptor Sensitivity at Viewshed Reference Points

Strong Association	Moderate Association	Mild Association	Negligible Association

Assessment Criteria	VP1	VP2	VP3	VP4	VP5	VP6	VP7	VP8	VP9
Recognised scenic value of the view									
Views from within highly sensitive landscape areas									
Primary views from residences									
Intensity of use, popularity (number of viewers)									
Viewer connection with the landscape / seascape									
Provision of vast, elevated panoramic views									
Sense of remoteness / tranquillity at the viewing location									
Degree of perceived naturalness									
Presence of striking or noteworthy features									
Sense of Historical, cultural and / or spiritual significance									
Rarity or uniqueness of the view									
Integrity of the landscape character within the view									
Sense of place at the viewing location									
Sense of awe									
Overall sensitivity assessment [14]	**L**	**HM**	**HM**	**HM**	**HM**	**HM**	**HM**	**HM**	**H**

[14] **N** = Negligible; **L** = low sensitivity; **ML** = medium-low sensitivity **M** = medium sensitivity; **HM** = High-medium sensitivity; **H** = high sensitivity; **VH** = very high sensitivity

Table 13-5: Magnitude of Visual Effects

Magnitude of Effect	Description
Very High	The proposal intrudes into a large proportion or critical part of the available vista and is without question the most important noticeable element. A high degree of visual clutter or disharmony is also generated, strongly reducing the visual amenity of the scene.
High	The proposal intrudes into a significant proportion or important part of the available vista and is one of the most noticeable elements. A considerable degree of visual clutter disharmony is also likely to be generated, appreciably reducing the visual amenity of the scene.
Medium	The proposal represents a moderate intrusion into the available vista, is a readily noticeable element and/or it may generate a degree of visual clutter or disharmony, thereby reducing the visual amenity of the scene. Alternatively, it may represent a balance of higher and lower order estimates in relation to visual presence and visual amenity.
Low	The proposal intrudes to a minor extent into the available vista and may not be noticed by a casual observer and/or the proposal would not have a marked effect on the visual amenity of the scene.
Negligible	The proposal would be barely discernible within the available vista and/or it would not detract from, and may even enhance, the visual amenity of the scene.

13.4.2.1 Estimation of Visual Effects at Viewshed Reference Points (VRPs)

As stated above, the significance of visual effects is a function of visual receptor sensitivity and visual effect magnitude. This relationship is expressed in the same significance matrix and applies the same definitions of significance as used earlier in respect of landscape effects. Tables 13-6 provide an assessment of the visual effects at 9 No. VRP's. These tables should be read in conjunction with the viewpoint map and photomontages contained in Volume 4 of the EIAR. Figure 13-11 provides a map indicating the viewpoints used for the visual assessment.

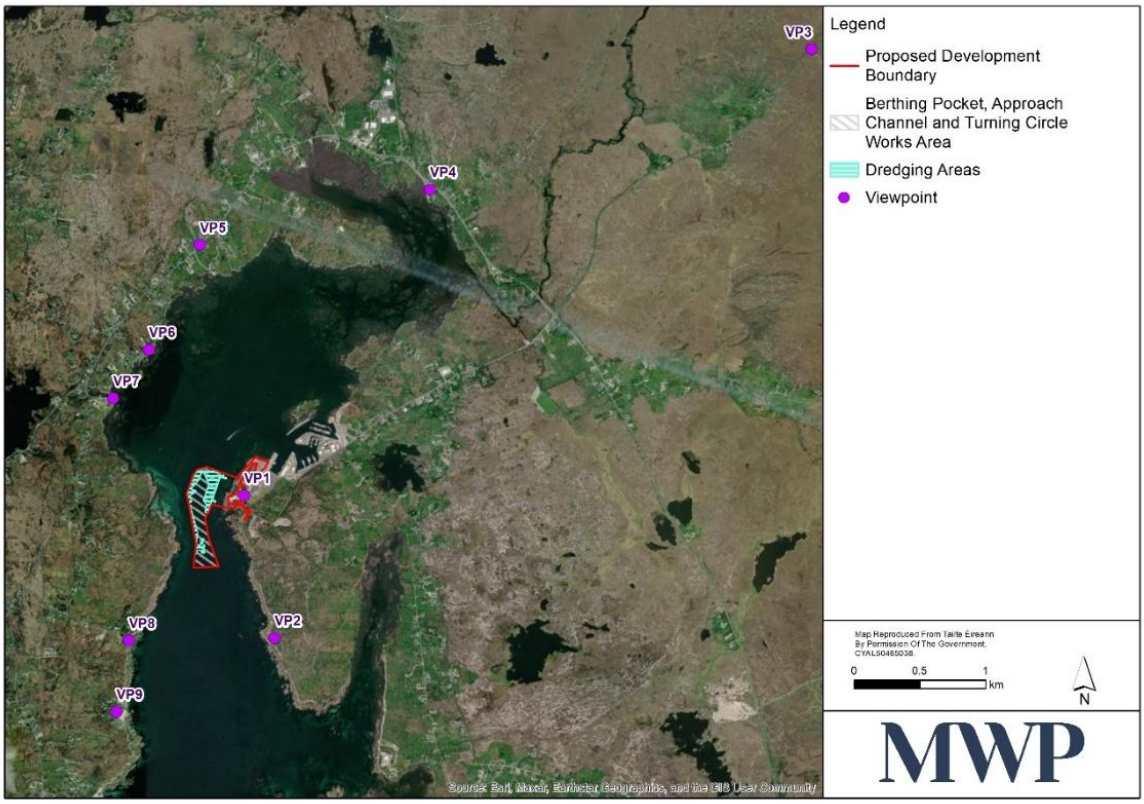

Figure 13-11: Viewpoints used for the visual effects assessment

Table 13-6: VP1 R372 Immediately East of DWQ

Representative of:	Ros an Mhíl Harbour (local community view)
Receptor Sensitivity	Low
View Direction	West
Existing View:	This is a relatively open view from the end of the R372 regional road, immediately southwest of the existing Ros an Mhíl Harbour. The terrain in the foreground gently descends towards the waterline and is generally occupied by low scrubby vegetation, construction rubble and waste. Two marine industry buildings also lie between this viewpoint and the reclaimed shoreline at the right hand side of the view with a lighting pole rising between. The Carraroe coastal promontory is situated across this inlet. The opposing shoreline is comprised of rocky outcrops that gently rise towards dense clusters of dwellings. Several Connemara mountain ranges contain the background of this view to the north.
Visual Effect Assessment	The development occupies and altered most of the foreground context by raising the level of the land to roughly that of the viewpoint. Whilst the scrubby mounds will be

Representative of:	Ros an Mhíl Harbour (local community view)		
	removed and the view opened-up slightly, less of the inlet will be visible. Indeed only a sliver of the water will remain visible between the quay and the opposing shoreline. There will be a considerable increase in the intensity of development and activity within the foreground of this view as a result of the proposed quay. Whilst the proposed deep water quay represents a marked visual change to this particular scene, the nature of the change is not without merit. The most notable being the consolidation of the existing reclamation area between the harbour and the industrial buildings adjacent to this viewpoint. On balance, it is considered that the magnitude of visual change is Medium. This viewpoint has been included more for the purposed of providing a close contextual view of the proposed deep water quay rather than determining the significance of effect from this low sensitivity receptor.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	**Visual Effect Magnitude**	**Significance of Visual Effect**
	Low	Medium	**Slight**

Table 13-7: VP2 Martello Tower South of DWQ

Representative of:	Heritage feature/County Development Plan (CDP) Designated Scenic View
Receptor Sensitivity	High-Medium
View Direction	North
Existing View:	This is a broad coastal view from the rocky shoreline next to a Martello Tower to the south of the proposed deep water quay. The adjoining coastline is contained in rough grassland, coastal rub and rocky outcrops. As the coastline extends further north, industrial warehouses from Ros an Mhíl harbour emerge above the shoreline. The view extends across the inlet and meets the rough shoreline along the Carraroe coastal promontory. A relatively dense scattering of dwellings is contained on the short slopes above the far shoreline. The elongated linear ridge of Cnoc Mordáin contains the background of this view along with the more distant Connemara Mountains to the northeast. The view to the south opens onto the outer extents of Galway Bay, the Aran Islands and the open sea.
Visual Effect Assessment	The proposed deep water quay will jut out into the inlet adjacent to the industrial buildings. It will screen the waters of a portion of the inlet beyond, but not the opposing

Representative of:	Heritage feature/County Development Plan (CDP) Designated Scenic View		
	shoreline. As a result, it tends to foreshorten the elongated inlet and gives the impression of a bay that is fully contained within the view (rather than meandering around the promontory). The rock armour at the southern end of the quay will blend visually with the intervening rocky shoreline and though the development will be a noticeable feature, it will not tend to draw the eye as a distinctive feature. The proposed quay along with associated vessels and infrastructure will contribute to a higher degree of complexity and intensity of marine industry to the scene. However, this will occur in a section of the view that already contains harbour infrastructure and a high degree of settlement. The more sensitive aspect of the view from this location, out over the mouth of Galway Bay in the opposite direction, will be unaffected by the proposed deep water quay. Overall, it is considered that the proposed development will have a visual effect magnitude of Low.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	**Visual Effect Magnitude**	**Significance of Visual Effect**
	High-Medium	Low	**Slight**

Table 13-8: VP3 Local Road Northeast of DWQ

Representative of:	Local community views; highly scenic view; local cycling route
Receptor Sensitivity	High-Medium
View Direction	South West
Existing View:	This is a slightly elevated open vista from a local road northeast of Ros an Mhíl. This panoramic vista takes in a vast expanse of coastal bog, rocky outcrops, that gently descends towards the coastal settlements of Ros an Mhíl and Carraroe surrounding the Cashla inlet. Patches of conifer forests and small industrial sheds are contained in the near middle ground of this view on alignment with the road. In the background, both the Ros an Mhíl and Carraroe peninsulas are scattered with residential dwellings.
Visual Effect Assessment	The proposed deep water quay is discernible jutting out into the Cashla inlet just to the right of the existing harbour facility at Ros an Mhíl, the angular nature of the northern corner of the pier tends to draw the eye slightly in the context of the more natural sections of coastline in other parts of the view. However, at this considerable viewing distance and in the immediate setting of Ros an Mhíl Harbour this has little material

Representative of:	Local community views; highly scenic view; local cycling route		
	consequence for visual amenity at this viewpoint. For the reasons outlined above, the magnitude of visual effect is judged to be Negligible.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	High-Medium	Negligible	Imperceptible

Table 13-9: VP4 R336 (Furnace Road) Northeast of DWQ

Representative of:	Local community views; highly scenic view; local cycling route		
Receptor Sensitivity			High-Medium
View Direction			South West
Existing View:	This is an open view from the R336 regional road, at the head of the Cashla inlet. This section of road forms part of 'The Wild Atlantic Way' coastal route. The view extends across the inlet, which is encircled by a rocky coastline and also contains numerous rocky outcrops. Small concrete/stone jetties also occupy the foreground. The view is subtly contained in the middle distance by the Ros an Mhíl and Carraroe peninsulas on either side of the inlet. These are lined by residential dwellings and commercial buildings particularly in the vicinity of Ros an Mhíl Harbour.		
Visual Effect Assessment	The proposed deep water quay can be seen in the background of this view and presents as a more solid, geometric and engineered section of coastline than currently exists to the fore of the existing harbour facility. Nonetheless, it is well assimilated in terms of tome and texture within the context of the existing harbour and draws little attention from the intricate rocky shoreline that dominates the foreground of this scene. Furthermore, it is not seen to penetrate noticeably into the inlet from this viewpoint. On the basis of the reasons outlined above, the magnitude of visual effect is considered to be Low-negligible.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect

Representative of:	Local community views; highly scenic view; local cycling route		
	High-Medium	Low-Negligible	**Slight-Imperceptible**

Table 13-10: VP5 R343 Northwest of DWQ

Representative of:	CDP Designated scenic view, Wild Atlantic Way tourist driving route, major transport route, local community views; local cycling route		
Receptor Sensitivity			High-Medium
View Direction			South East
Existing View:	This is a view across the Cashla inlet from a gateway on the R343 regional road that forms part of 'The Wild Atlantic Way' coastal driving route. The view takes in a foreground of marginal coastal farmland, consisting of dry stonewalls, rough grassland and scrub that transitions into a rugged rocky coastline. Across the inlet, the coastline at the base of Ros an Mhíl Hill consists of distinctive industrial warehouses and other harbour facilities within the existing Ros an Mhíl Harbour. The Aran Islands are partially visible out through the mouth of the inlet to the south.		
Visual Effect Assessment	The proposed deep water quay will jut out into the inlet to the south of the existing harbour that occurs across the bay. The quay presents as a solid geometric block, albeit softened by the rock armour along its northern flank. Fishing vessels moored against it will further mask its hard geometry and provide contextual connection to the main body of the harbour. The deep water quay generates a marginally greater sense of enclosure for the inlet, but without obstructing the view of open sea beyond. The lateral extent of the existing harbour is perceptually increased by the deep water quay. However, it also consolidates the section of shoreline occupied by otherwise slightly isolated warehouses at the southern end of the harbour. As the extension and consolidation of an existing harbour the scheme will add a degree of intensity to shoreline development within view, but is of a familiar nature. On balance of the reasons outlined above, the magnitude of visual effect is deemed to be Low.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	**Visual Effect Magnitude**	**Significance of Visual Effect**
	High-Medium	Low	**Slight**

Table 13-11: VP6 Local Road at Sruthan Northwest of DWQ

Representative of:	CDP Designated scenic view, local cycling route		
Receptor Sensitivity			High-Medium
View Direction			South East
Existing View:	This is an open coastal view from a local bohereen along the Carroroe coastal promontory. The foreground of this view comprises of a rugged coastline made up of an old stone quay and several rock out crops. On the opposite side of this coastal inlet, the coastline comprises of man-made harbour walls and large industrial sheds that form part of the Ros an Mhíl Harbour. Ros an Mhíl hill contains the view to the southeast and the Cashla inlet opens to the south revealing the Aran Islands in the distance		
Visual Effect Assessment	The proposed deep water quay protrudes slightly into the inlet with a geometric form and engineered finishes that stand in slight contrast the rocky shoreline that surrounds it. Nonetheless, the rock armour along the northern side of the quay tends to blend it with the adjacent shoreline. Once weathering has taken place it is likely that moored fishing vessels and associated quayside unloading equipment will be more noticeable than the structure itself. In this regard, the increased intensity of development and activity brought about by the proposed deep water quay will extend the visual envelope of Ros an Mhíl Harbour considerably to the southwest of the existing harbour. The visual change is consistent in nature to the existing harbour and is not considered to be of excessive scale or intensity in the context of this busy harbour facility. For the reasons outlined above, the magnitude of visual effect is deemd to be Low.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	High-Medium	Low	**Slight**

Table 13-12: VP7 Quay at Glann More West of DWQ

Representative of:	CDP Designated scenic view, local cycling route
Receptor Sensitivity	High-Medium
View Direction	East

Representative of:			CDP Designated scenic view, local cycling route
Existing View:	This is view from a slipway at the quay that serves the settlement of Glann More, on the eastern coastline of the Carroroe peninsula. The view extends across the Cashla Inlet towards Ros an Mhíl Harbour. The harbour complex comprises of rock armour and concrete quays at the waters edge with clusters of large industrial sheds rising above. To the left of this view, a number of residential dwellings can be seen above the shoreline. The harbour setting is backed by Ros an Mhíl Hill and a more distant lower ridge to the southeast. From this location the mouth of the inlet is not apparent due to overlapping promontory shorelines on either side of the channel.		
Visual Effect Assessment	The proposed deep water quay presents in a similar manner to the existing harbour facility further to the northeast (left), except that the eastern face is more abrupt than both the existing sections of rock armour and that proposed on the northern side of the quay. The face of the quay will be a less prominent feature when in use by boats and on-shore machinery and also once weathering takes place. Although the proposed quay represents an intensification of and lateral extension of the existing harbour it does not represent a new or unfamiliar coastal activity in this visual context. It also serves to consolidate a scattering of harbour related buildings at the south-western end of the existing harbour facility.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	High-Medium	Low	Slight

Table 13-13: VP8 Quay at Keeraunmore Southwest of DWQ

Representative of:	CDP Designated scenic view, local cycling route
Receptor Sensitivity	High-Medium
View Direction	North East
Existing View:	This is an open view from a small pier at a cove along the eastern coastline of the Carraroe peninsula. The foreground consists of a rugged, rocky coastline and a small sand beach. Above is a cluster of dwellings nestled amongst conifer trees. This view extends across the seaward end of the Cashla Inlet towards the Ros an Mhíl promontory. Further up the inlet can be seen several large industrial sheds protruding from the rocky

Representative of:	CDP Designated scenic view, local cycling route		
	shoreline. The view is contained in the distance by several smooth humpbacked ridges typical of the Connemara coastal region.		
Visual Effect Assessment	From this angle the proposed deep water quay and any moored fishing vessels jut out into the inlet leaving only a small section of water visible to the west of the structure. This tends to foreshorten the view of the meandering waterway and a viewer has little sense of the extent of the inlet. There is also a noticeable intensification of harbour related development, especially due to the fact that the existing harbour is substantially screened from this location. Notwithstanding these factors, the proposed deep water quay is not an incongruous feature within this scene of a settled and productive coastal area. It also affects only a small section of the panorama afforded from here, which extends towards Galway Bay and the Aran islands in the opposite direction. On balance of the reasons outlined above, the magnitude of visual effect is deemed to be Medium-low.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	High-Medium	Medium-Low	Moderate-Slight

Table 13-14: VP9 Keeraunbeg (Local Cemetery) Southwest of DWQ

Representative of:	CDP Designated scenic view, local cycling route
Receptor Sensitivity	High
View Direction	North East
Existing View:	This is view from a local cemetery situated on the rocky eastern shoreline of the Carraroe coastal promontory. This distinctive setting has a strong sense of place and affords southwards views out to Galway Bay and the Aran Islands. In the opposite direction, the rugged coastline extends up the Cashla Inlet in a northerly direction with a scattering of dwelling contained above the high water line. On the opposite shoreline can be seen several industrial buildings associated with Ros an Mhíl Harbour, the main body of which lies slightly further beyond, out of view. The view is contained in the distance by smooth undulating ridgelines.

Representative of:			CDP Designated scenic view, local cycling route
Visual Effect Assessment	The proposed deep water quay will extend slightly across the inlet to the left of the cluster of utilitarian buildings associated with the existing harbour. Most of the southern face of the quay is covered with rock armour, which will blend readily with the rocky shoreline once weathered. The northern face of the quay is a more abrupt geometric form, which catches the eye to a slightly greater degree. Although it partially obstructs the view of water further up the inlet, there is still as sense that the waterway extends beyond the quay. In a thematic sense, this is a productive and settled costal setting, and the quay does not appear out of place. For the reasons outlined above, the magnitude of visual effect is deemed to be Low.		
Summary	Based on the assessment criteria and matrices outlined in Table 13-3, the significance of visual effect is summarised below.		
	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	High	Low	Moderate-Slight

13.4.3 Effect Summary

13.4.3.1 Landscape/Seascape Effects

This is a richly varied landscape/seascape area with strong heritage and cultural influences. The intricate rocky shoreline along with the labyrinth of small-scale inlets and islands is synonymous with coastal Connemara and relatively unique to this region. Indeed, the Galway County Development Plan 2015-2021 identifies the broader Landscape Character Area (LCA-17) as being of high sensitivity. This area also contains a bustling and vibrant coastal community with a dense but dispersed local population that is typical of Gaeltacht areas. The existing Ros an Mhíl Harbour is an important hub for this community serving the local marine industries and as a point of transfer for goods and people passing between the mainland and the Aran Islands. This is also a popular tourist area that contains several sections of the Wild Atlantic Way. All of these factors were weighed in the consideration of landscape/seascape sensitivity and on balance a classification of **Medium sensitivity** was determined.

Determining the magnitude of landscape/seascape effect was also a matter of balancing what is a substantial and permanent coastal structure that will generate increased levels of harbour activity against the fact that this is the proposed extension of an existing and well-established land-use. Whilst there will be an increased level of the development along this section of coastline and an intensification of activity, this will not alter the salient landscape/seascape character of the coastline in the vicinity of Ros an Mhíl Harbour. It is also considered that the proposed deep water quay will consolidate an area of underutilised reclaimed shoreline that currently detracts from the integrity of the harbour area. For these reasons the magnitude of landscape/seascape effect is deemed to be '**Medium low**'.

Given the sensitivity and magnitude ratings above, the significance of the **landscape/seascape effect** is considered to be **Moderate Slight**.

13.4.3.2 Visual Effects

The sensitivity of visual receptors (people and groups of people at particular locations) is generally considered to be medium to high in this coastal area, which hosts several sections of the Atlantic Way tourist driving route. Local residences are also generally oriented to take in the richly diverse coastal vistas on offer. Though the existing harbour facility at Ros an Mhíl hosts an array of utilitarian structures and almost constant movement of vessels and machinery (day and night) it is not considered a detraction from visual amenity. Indeed, it adds to the richness and vibrancy of this settled and productive coastal area.

Nine viewpoints were used in the assessment of visual effects, and these represented a range of viewing angles, distances and visual contexts. The majority were selected from the opposite side of the cash inlet with the clearest views of the proposed deep water quay were afforded across open water.

The highest magnitude of visual effect (medium) was attributed at VP1, which lies immediately adjacent to the proposed deep water quay (see Table 13-15). This was on the basis that it represents the greatest degree of visual change from a relatively undeveloped section of shoreline to a large, engineered platform that will partially obstruct the view of the water. However, in the case of VP1, the 'Medium' magnitude of effect is balanced against a 'Low' visual sensitivity rating due to the utilitarian nature of the existing harbour setting.

At the remainder of viewpoint locations, the magnitude of visual effect was generally considered to be low or negligible. Again, this is on the basis of a noticeable increase to the level of built development and fishing activity associated with the harbour activities balanced against the fact that it is an extension and consolidation of the existing facility. The most notable issue being that the proposed quay will jut out slightly into the bay, thereby narrowing the channel. The abrupt vertical face of the quay will also stand in slight contrast to the rocky shoreline that extends on either side. However, the rock armour facing to the northern and southern sides of the quay will help to assimilate it with the adjacent rocky shoreline. In the case of VP8, from near the mouth of the Cashla inlet, the proposed quay will partially obstruct views of the water further up the inlet and may give a sense of foreshortening this waterway. This was considered to result in a 'Medium low' magnitude a visual effect. The same effect occurs in relation to VP9, but to a lesser degree and at a greater distance. Nonetheless, VP9 has a higher sensitivity rating (high) owing to its location at a graveyard overlooking the mouth of the Cashla Inlet.

Table 13-15: Summary Table of Visual Effects

View Point	Location	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
1	Immediately adjacent from R372 (60m east)	Low	Medium	Slight
2	1km south along the coastline at Martello Tower	Medium-High	Low	Slight
3	Distant inland view from north-east along R372 (5.8km from site)	Medium-High	Negligible	Imperceptible
4	2.74km north north-east view from R336 along the	Medium-High	Low-Negligible	Slight- Imperceptible

View Point	Location	Visual Receptor Sensitivity	Visual Effect Magnitude	Significance of Visual Effect
	coastline just east of Costelloe village			
5	1.7km directly north of the site across the bay along the R372 regional road	Medium-High	Low	Slight
6	Coastal view from the Sruthán road across the bay. Located north 1km north west of site	Medium-High	Low	Slight
7	View from Sruthan Pier 500m north west of site across the bay	Medium-High	Low	Slight
8	1.16km south-west of site across the bay at the coast near Keeraunmore	Medium-High	Medium-Low	Moderate-Slight
9	Trá na Reilige Beach 1.7km south-west of the site across the bay	High	Low	Moderate to Slight

13.4.3.3 Overall Significance of Effect

Due to the balance between the relatively high sensitivity of this landscape/seascape area versus the relatively low degree of effect arising from the proposed deep water quay, the highest overall **significance of visual effect** is deemed to be **Moderate-Slight** (VP8 and VP9). Visual effect significance at all of the other viewpoints is in the range of **Slight to Imperceptible**. The significance of the **landscape/seascape effect** is also considered to be **Moderate Slight**.

13.4.3.4 Mitigation Measures

The proposed deep water quay will be located immediately adjacent to the existing Ros an Mhíl Harbour and will provide an extension to this harbour facility. This locational attribute is considered to be the main landscape/seascape and visual mitigation measure in this instance. That is, the proposed quay is much less likely to give rise to significant landscape/seascape and visual effects as the extension and consolidation of an existing harbour facility than if a new and more isolated location was proposed.

The proposed deep water quay and associated fishing vessels, and onshore equipment/machinery cannot be readily screened from view, nor is this considered necessary in the context of the existing harbour complex. Instead, visual assimilation is considered more appropriate where possible. Aside from the physical protection provided by the rock armour that will be placed along the northern and southern faces of the deep water quay,

this protection will also help to blend the harsh geometry of the quay with the rocky shoreline that flanks it. The siting and design of the proposed deep water quay are inherent to the appraisal of landscape/seascape and visual effects herein and thus, the predicted effects (pre-mitigation) are also the residual effects (post-mitigation) in this instance.

13.5 Residual Effects

The proposed deep water quay will be well assimilated into the existing Ros an Mhíl Harbour and this is reflected in the findings of this Landscape/Seascape and Visual Effect Assessment. It is not considered that this development will give rise to any significant residual seascape/landscape or visual effects which would be out of character with the existing operations at Ros an Mhíl Harbour.

The residual effects are summarised below.

Table 13-16: Residual Effects Summary for Construction and Operational Phase

View Point	Visual Receptor Sensitivity	Pre-Mitigation Significance of Visual Effect	Mitigation Measures	Post-Mitigation Significance of Visual Effect
Landscape Impact	Medium	Moderate - Slight	Visual assimilation through siting and design	Moderate - Slight
1	Low	Slight	Visual assimilation through siting and design	Slight
2	Medium-High	Slight	Visual assimilation through siting and design	Slight
3	Medium-High	Imperceptible	Visual assimilation through siting and design	Imperceptible
4	Medium-High	Slight- Imperceptible	Visual assimilation through siting and design	Slight- Imperceptible
5	Medium-High	Slight	Visual assimilation through siting and design	Slight
6	Medium-High	Slight	Visual assimilation through siting and design	Slight

View Point	Visual Receptor Sensitivity	Pre-Mitigation Significance of Visual Effect	Mitigation Measures	Post-Mitigation Significance of Visual Effect
7	Medium-High	Slight	Visual assimilation through siting and design	Slight
8	Medium-High	Moderate-Slight	Visual assimilation through siting and design	Moderate-Slight

13.6 Cumulative Effects

The main consideration in terms of cumulative effects for the proposed deep water quay is the existing Ros an Mhíl Harbour. The relationship with the existing harbour has been a key consideration throughout this landscape/seascape and visual effect appraisal. Thus, cumulative effects have been addressed. In summary, it is considered that the proposed deep water quay represents noticeable increase in the level of built development, intensity of activity and perceived visual envelope associated with the overall Ros an Mhíl Harbour activities. However, the nature and scale of the proposed development reflect the nature and scale of the existing harbour and it is even considered to consolidate a derelict area of underutilised reclaimed shoreline between the main harbour and several outlying industrial buildings. For these reasons, it is not considered that the proposed deep water quay will contribute significant cumulative effects in this landscape/seascape and visual context.

13.7 Conclusion

The proposed development has been assessed, and it is concluded that there will be no significant landscape or visual effects as a result of the proposed development.