

# **Docklands SDZ: Views & Prospects Analysis**

**Dublin City Council Planning Department  
February 2013**

## 1.0 AIM OF STUDY

The aim of the Views and Prospects study is to identify existing and potential views of landmark features in and around the Strategic Development Zone (SDZ), with a view to informing the layout (and height) of development on undeveloped lands in the SDZ.

## 2.0 METHODOLOGY

The methodology used to identify views for protection in the SDZ involves four stages –

1. Identification of the **key landmark features** within and in the areas surrounding the SDZ that contribute to its character and legibility.
2. Identification of the **view types** applicable to the area.
3. Identification of **views to and from the landmark features** – into, out of and across the SDZ area – both existing and potential.
4. Provision of **detailed information on each view**, including the viewing point/s, type of view, landmark features included in the view, its width, skyspace and backdrop.

## 3.0 LANDMARK FEATURES

The features in and visible from this area include not only buildings and structures but natural and man-made landforms, such as the Grand Canal, the Grand Canal Dock, the River Liffey and the Dublin Mountains. The man-made features comprise a mix of historic and contemporary elements, which is characteristic of the area.

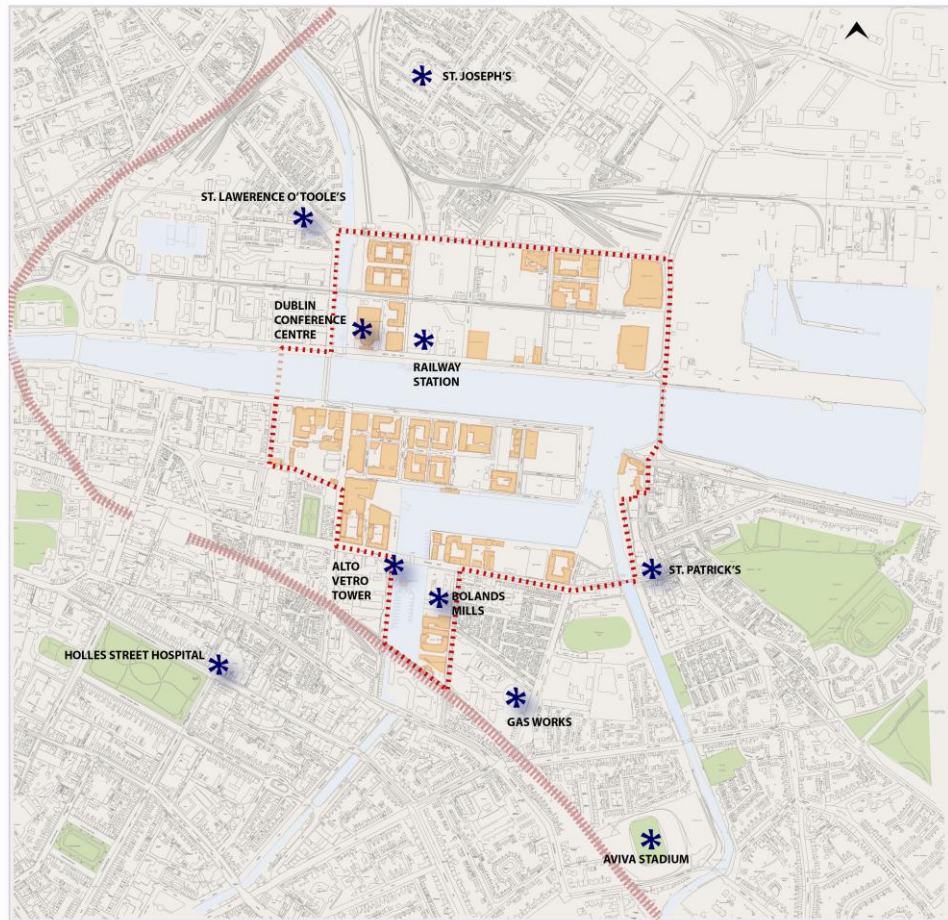
Those elements that can be considered ‘landmark features’ are important for two reasons and as such fall into one or both of the following categories –

- (i) They are significant to the **history** and / or **character** of the area.
- (ii) They are physically conspicuous, by reason of their siting, design and / or height, and in this respect contribute to the **legibility** of the area and city as a whole.

The key landmark features within and in the areas surrounding the SDZ include (see Map 1):

- Alto Vetro Tower
- Aviva Stadium
- Boland’s Mills
- City Centre Montage (The Custom House, Liberty Hall & Dublin Spire)
- Dublin Conference Centre

- Dublin Mountains
- Holles Street Hospital
- Old North Wall Railway Station Complex
- Poolbeg Generating Station Chimneys
- St. Joseph's Church Tower (East Wall)
- St. Laurence O` Toole Church (Seville Place)
- St. Patrick's Church Spire (Ringsend)
- The Gasworks



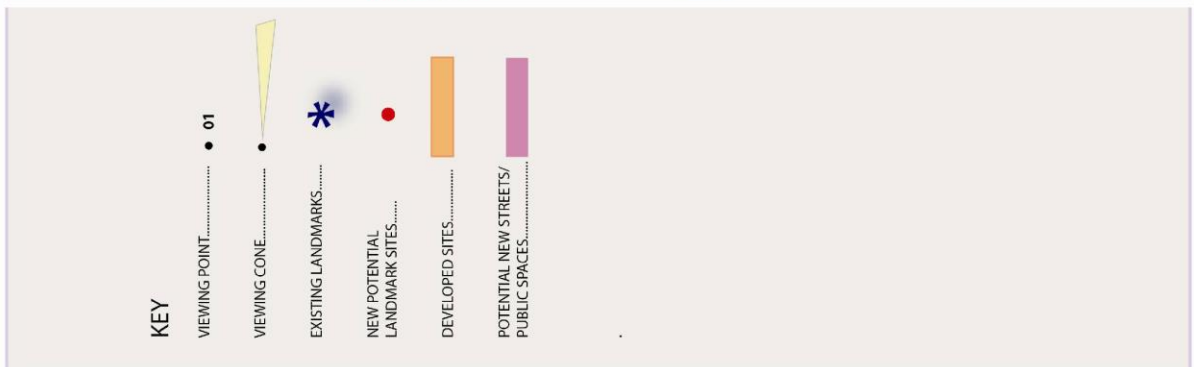
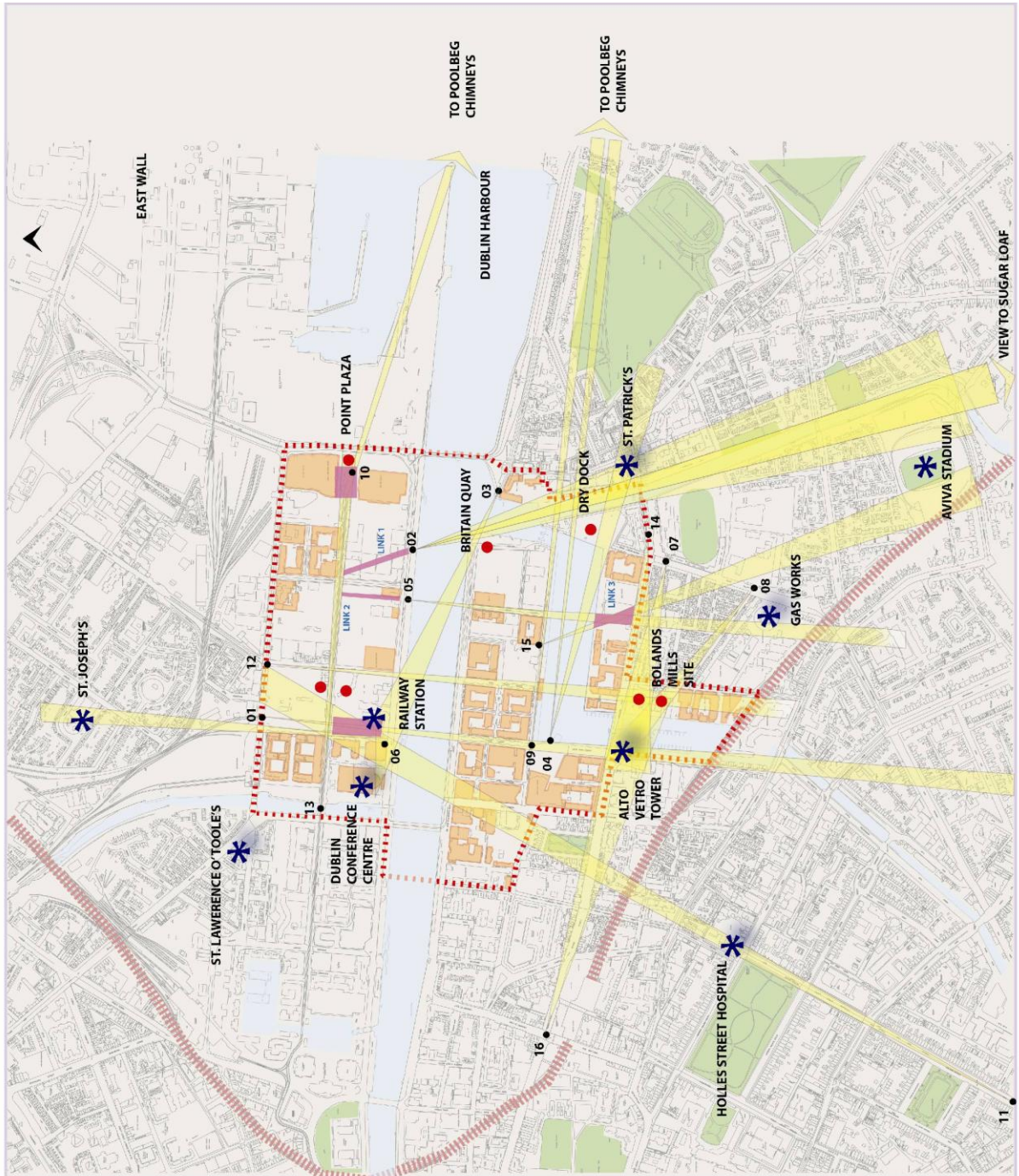
**Map 1 – Key Landmark Features**

#### 4.0 VIEW TYPES

The view types applicable to the area are –

- (i) **Vista** – a linear view, with corridor-type defined edges, usually with a singular landmark feature as its focal point.
- (ii) **Broad Prospect** – a relatively wide view, often containing a number of landmark features.
- (iii) **Contained Prospect** – a more contained / restricted view, with a defined edge, often containing a number of landmark features.

## 5.0 EXISTING & POTENTIAL VIEWS





## 5.1 Alto Vetro Tower

The design, location, form and height of this building renders it one of the most notable in the area, characterising both the area's image and providing legibility. It is not visible however, from many locations within the SDZ, often being hidden by other tall structures such as the Millennium Tower to its northeast and Boland's Mills to its southeast.

From Upper Sheriff Street the tower forms the subject of a vista which is contained by the buildings fronting Forbes Street (View 1). This view also includes the rear elevation of the old North Wall Railway Station and a backdrop of the Dublin Mountains. This north-south arterial, which passes through both the Grand Canal Plaza in the south docks and the proposed Railway Square south of Upper Mayor Street in the north docks, is an important link between the two emerging city neighbourhoods either side of the river. In fact, within this viewing corridor, the Alto Vetro tower is visible from within the proposed Station Square – between the two low hipped roofs of the old Railway Station, providing an important visual link between the two areas. As View 1 moves south it opens out, with the view from Forbes Street incorporating the Grand Canal Plaza as a foreground to the Alto Vetro Tower.



*View 1 – From Sheriff Street Bridge*



*View 1 – From Station Square*

A view of the tower over the low-rise residential area to the east of Boland's Mills is taken from Hastings Street (View 7). Long-range views of the building are also taken from the east, over the top of the northern part of Boland's Mills, viewed from the western end of Bridge Street (View 14) and from the west, along Pearse Street (View 16). It is considered that any re-development of the Boland's Mills site should seek to protect the skyspace around the top of the Alto Vetro Tower, as such, these views are discussed in detail in the Boland's Mills section below.

## 5.2 Aviva Stadium

There are limited views of this building at present from within the SDZ. As one of the city's most visually striking contemporary buildings, it is considered important to retain and to seek to enhance existing views of it, not only in terms of its contribution to the visual amenities of the area but also as an aid to legibility. A view of the eastern side of the stadium is visible along the mouth of the River Dodder from the north quays (View 2).



*View 2 – From North Wall Quay*



*View 15 – From Hanover Quay*

From the south docks a view of the stadium is visible from the north side of the Grand Canal Basin on Hanover Quay (View 15). This view is visible across the western part of the bus depot site on Ringsend Road. The line of this view crosses View 5 (see Dublin Mountains section below). It is suggested that a clearer 'framed' view of the stadium from Hanover Quay could be created by containing the view on its east side by a new building and by introducing a new, potentially triangular-shaped public plaza on the western part of the bus depot site, fronting onto Ringsend Road. Such a view would not only visually enhance the area but would aid legibility.

## 5.3 Boland's Mills

Long distance views of the Boland's Mills site are taken along New Wapping Street in the north docks, continuing along Blood Stoney Road in the south docks (View 12). These roads create a vista, with the northern elevation of the Boland's Mills complex in the foreground, set in front of the Monte Vetro building on Barrow Street. In most close-up views the Mills buildings appear bulky due to their relatively long north-south elevation, when viewed from the north however, they appear quite slender, in particular, when viewed against the backdrop of the Monte Vetro building. This vista would benefit from visual punctuation – a light-coloured slender element on the Boland's Mills site could form a prominent feature against the backdrop of the Monte Vetro complex. The width of this vista is such that two such

elements could potentially be accommodated on the site. The specific location of any tall element/s should be informed by more close-up views of the Mills site, in particular, those to the east and west, which also include views of the Alto Vetro Tower (i.e. Views 14 & 16).



***View 12 – From Mayor Street***



***View 12 – From North Wall Quay***

Along Hastings Street both the Mills buildings and the Alto Vetro Tower appear next to each other (View 7 – below); in fact, visually, the two buildings appear joined together. From this viewpoint it is important to physically distinguish the buildings by introducing a skyspace around the top seven floors of the Alto Vetro Tower. Due to the low level of the houses in the foreground, any future slender element/s on the Mills site would be visible from this viewpoint. While the creation of a vista along this street, with a slender element centred on the northernmost of the existing tall elements on the Mills site, would work well from this viewpoint, such an element would conflict with the skyspace around the Alto Vetro Tower when viewed from the west (View 16). The skyspace around the Alto Vetro Tower from the west would be protected by focusing any new slender elements on either, or both, of the other two existing tall elements on the site (i.e. the middle and southernmost elements).

When approaching the western end of Bridge Street both Boland’s Mills and the Alto Vetro Tower swing into view, this time visually set apart (View 14). From this view the top seven storeys of the Alto Vetro Tower are currently visible, with a skyspace all around the latter, rendering it a striking feature in the streetscape. It is important that this definition is retained.

A view of the tower-like element in the southeast of the Mills complex is visible along South Dock Street, slightly off-centre with the line of the road. While again, the creation of a vista along this road may be desirable (by siting a tall element in line with its centre), such an option is restricted due to position of protected structures on the site.





*View 7 – Along Hastings Street*



*View 16 – Along Pearse Street*



*View 14 – From Bridge Street*



*View 8 – Along Gordon Street*

The tower-like element in the south-eastern corner of the site appears again in a view along Gordon Street (View 8). This view also includes a glimpse of one of the limestone warehouses on the site, fronting onto Grand Canal Dock. This view gives the impression of a pedestrian link through the space and on to the dock beyond. It is suggested that any re-development of the Mills site should seek to retain and potentially widen this view of the warehouses.

#### **5.4 City Centre Montage & St. Laurence O’Toole’s Church**

Views of St. Laurence O’Toole’s Church are visible along Upper Sheriff Street and Spencer Dock. In addition, the view from Samuel Beckett Bridge of the Custom



House, Liberty Hall & Dublin Spire is arguably one of the best in the city of this group of features.

While the above are viewed from within the study area there are no substantial development lands in the SDZ between those features and the viewing points, as such, their inclusion in this study is not considered necessary taking into account the stated aim of the study, i.e. to inform the layout (and height) of development on undeveloped lands in the SDZ.

### **5.5 Dublin Conference Centre**

A striking contemporary feature, this building is highly visible along the quays, in particular at night, when its glass cylinder is lit-up with coloured lighting, as such, it provides a good landmark / geographical reference point.

As one of the most recognisable buildings on the north quays, it is considered that a view of it should be maintained from the west end of York Road on the eastern side of the mouth of the River Dodder / Grand Canal (View 3). The focus of this view would be improved by containment on its south side by a new building appropriately set-back on the corner of Britain Quay. Retention of this view would both aid legibility and provide a visual link between the established residential area of Ringsend on the south side and the emerging neighbourhood on the north side of the river.



*View 3 – From York Road*



*View 5 – From North Wall Quay*

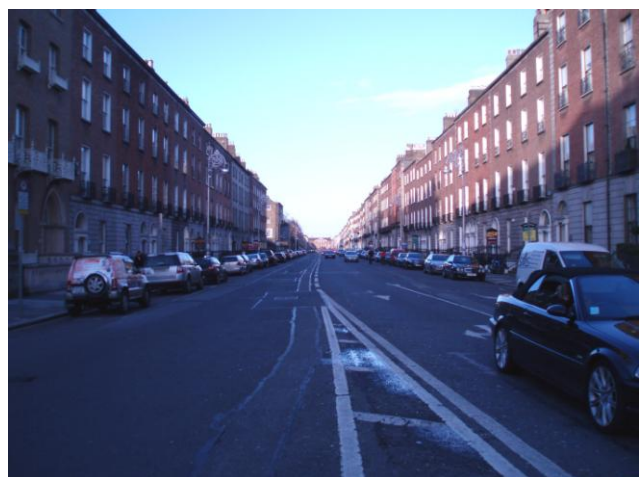
## 5.6 Dublin Mountains

While views of the mountains are important and anchor the city in its landscape, their visual impact is generally limited due to the flattened profile of the mountain range. One view taken from the area however, frames the iconic and easily recognisable silhouette of the Sugarloaf Mountain (View 2 – discussed above). This view, taken from the north quays along the mouth of the River Dodder is framed by the terraces of O’Rahilly House Flats on its east side and the Aviva Stadium on its west side which channel the view, creating a vista terminated by the mountain. The composition and various elements included in this view render it arguably the most interesting in the area. As such, it is suggested that its line be extended northwards, by creating a new diagonal north-south link road between Upper Mayor Street and North Wall Quay (Link 1). Such a link would create a view experience when travelling southwards from Mayor Street, with the initial view being a vista of the Sugarloaf, contained by the new buildings either side of the new link, which would then open out moving southwards to finally reveal the broad vista currently visible from North Wall Quay.

Many of the new streets created in the south docks frame views of the Dublin Mountains in the form of vistas, in particular, when viewed from the river / north quays. Those views that do, or that have the capacity to run through from the north quays are proposed for protection (Views 1 & 5). View 1 has been discussed above. Retention of View 5 would require the provision of two new north-south link roads, one between Upper Mayor Street and North Wall Quay in the north docks (Link 2) and one between Charlotte Quay and Ringsend Road in the south docks (Link 3).

## 5.7 Holles Street Hospital

Holles Street Maternity Hospital on Mount Street lies at the end of what is known as ‘The Georgian Mile’. This view is included as one of the ‘Key Views and Prospects’ in the Dublin City Development Plan 2011 – 2017. The vista from Leeson Street along Fitzwilliam Place and Fitzwilliam Street is closed by the hospital building (View 11 - right). The issue with regard to the SDZ is the impact that any high buildings in the SDZ could have on the sky-space above this building.



The area in the SDZ that is affected by this view runs in an approximately diagonal line from the southwest corner of the old Railway Station on the north quays, to the

junction of New Wapping Street and Upper Sheriff Street and westwards of that line encompassing the majority of the block containing the old Railway Station and the block to its north (see Map 3).



Map 3 – Area affected by View 11

Figure 1 shows a cross-section of the view corridor from Leeson Street to Holles Street Hospital, extrapolated beyond the building as far as Upper Sheriff Street. The cross-section indicates that, with a ground floor level of +0.20 metres in the affected area (generally marked with an 'x'), a height of up to approximately 56 metres may be achieved without the structure coming in to view above Holles Street hospital when viewed along the Georgian Mile. It is recommended that any proposals for development in this part of the SDZ be required to provide detailed information, including photomontages, to demonstrate that they would not invade the skyspace above the Holles Street building.

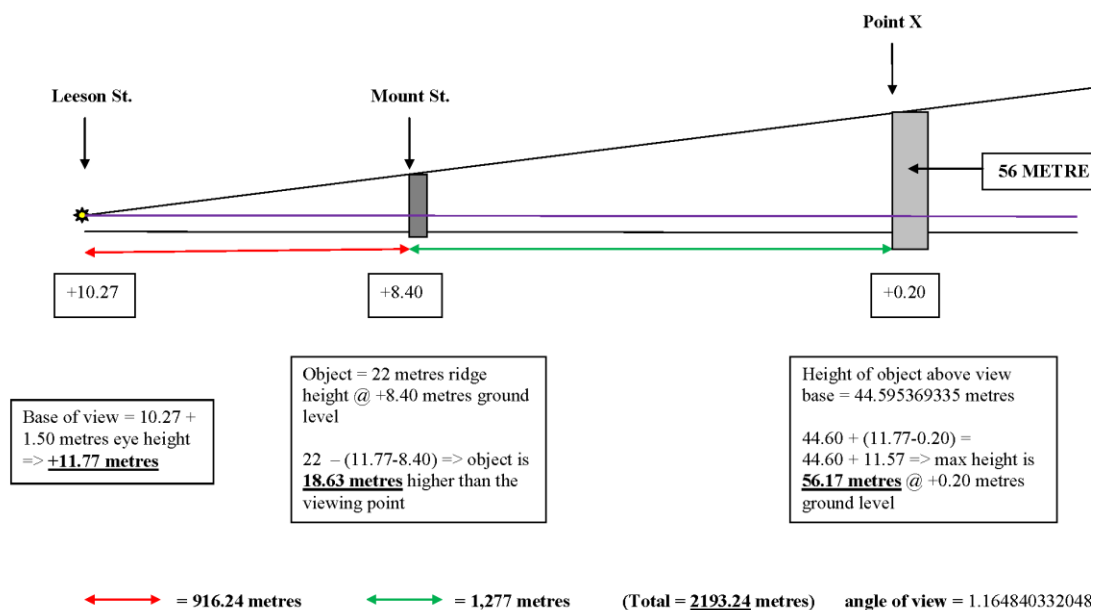


Figure 1 – Cross Section of View 11

The areas to the north and east of the proposed Station Square are two potential sites for new 'tall' buildings, i.e. (i) directly to the north of the existing two-storey terraced houses on Upper Mayor Street; and (ii) in the northeast corner of the block on the south side of Upper Mayor Street.

View 1, which also traverses this part of the SDZ from north to south, may also potentially impact on future development if retained. It is suggested that Station Square, which is currently proposed as being square in shape, be rectangular – the space lost on its east side being replaced by extending the square southwards as far as the rear wall of the old North Wall Railway Station. The benefits of such a change in shape would be:

- Increased daylight and sunlight into the new plaza – the only buildings to its south, southeast and southwest would be very low-rise and would thus facilitate sunlight into the plaza, even in winter months.
- Retention of the character of the former red brick railway buildings and limestone wool store by using them to provide an edge to the public space / increasing views of them in the area in general – i.e. the station building to the south and wool store along the eastern boundary of the new plaza.
- A more human-scale to the plaza.
- Protection of View 1 from Upper Sheriff Street to the Alto Vetro Tower (via a courtyard development on the block to the north of the plaza).
- A glimpse of the Alto Vetro Tower would also be visible from within the plaza, thus providing a visual link between the plazas on the north and south sides of the area.

### **5.8 Old North Wall Railway Station & Railway Hotel**

As stated above, the old North Wall Railway Station and Hotel are relatively low-rise red brick protected structures that front the north quays. It is these attributes, their height, colour and use of materials that render them visually conspicuous when viewed from both the north and south quays.

View 3, taken from the west end of York Road on the east side of the mouth of the River Dodder / Grand Canal Dock provides an interesting contrast between the old, low-rise, red brick buildings of the railway complex and the modern, high-rise, curved glass façade of the Dublin Conference Centre. This view is discussed above, as is View 1, from which the rear elevation of the buildings are viewed from Upper Sheriff Street bridge and, potentially, from the proposed Station Square.

### **5.9 Poolbeg Generating Station Chimneys**

Arguably the most iconic structures in the city, these chimneys are visible from all over the city and for a considerable distance beyond. While the future of the chimneys may not be secure (a proposal to have them designated as protected



structures was rejected by Dublin City Council in 2008), it is possible that should they be removed, their site could be redeveloped at some point in the future with a similarly striking landmark feature.

A number of views of the chimneys exist from the area, three of which are proposed for protection. Arguably the most striking view is the long vista westwards through the south docks, which starts at Cardiff Lane and extends along Misery Hill and then along the full length of Hanover Quay, at the end of which the chimneys are framed by buildings on both sides (View 9).

Also from the south docks, a broad and long-range view of the chimneys is taken from the Grand Canal Plaza over the Grand Canal Dock (View 4). The silhouette of the chimneys along with the spire of St. Patrick's Church on Bridge Street provide interest to an otherwise low-lying skyline. These features are situated to either side of the view and are of a similar form, being tall and slim and, from this view point, are similar in height. In terms of new development, it is suggested that the skyline may benefit from an additional landmark feature between the two, located at some point on the site of the old dry docks. Such a building could potentially be a relatively low-lying form with an interesting silhouette, and / or a building incorporating a 'tall' element.



*View 9 – Along Hanover Quay*



*View 10 – From The Point Plaza*



*View 4 – From Grand Canal Plaza*

From the north docks the chimneys appear prominent from the Point plaza. The provision of a new landmark building on the eastern side of the plaza would provide a contained prospect of the chimneys between it and the rear wall of the Point Theatre (View 10).

#### **5.10 St. Joseph's Church (East Wall)**

A view of the tower of this church is visible from the corner of North Wall Quay and the southwest corner of the old Railway Station building (View 6). The vista is also visible from the north-western corner of the proposed Station Square on the south side of Upper Mayor Street. It is anticipated that new buildings on the east side of the block to the north of Station Square will contain and focus this view on the church and its tower.



*View 6 – From North Wall Quay*

As one of the few visible indicators of the proximity of the residential area of East Wall, it is important that this view be retained, both in terms of the character of the area and as an aid to legibility.

#### **5.11 St. Patrick's Church (Ringsend)**

The spire of this church is visible from a number of places in the area, most notably from the north docks along the mouth of the River Dodder (View 2) and from the Grand Canal Dock Plaza (View 4).

#### **5.12 The Gasworks**

Like the Aviva Stadium, this building is visually spectacular. It has a relatively low profile however which, combined with its location on the edge of the SDZ, means that there are limited quality views of it from within the docklands area.

An existing vista of The Gasworks, created by new development on the south quays, incorporates a long-distance view of the west side of the building (View 5). The link / plaza suggested above (see Aviva Stadium), between Charlotte Quay and Ringsend Road, may provide a more close-up view of this building from Hanover and / or Charlotte Quays.

### **6.0 IMPACT ON BUILT FORM**

Assessment of the existing and potential views in the area has identified a number of potential alterations to the future layout of the area; these include:

- (i) Sites that may have the potential to accommodate new landmark and / or 'tall' buildings; and
- (ii) Alterations to existing roads and public spaces and the provision of new link roads and public spaces.

#### **6.1 Potential New Landmarks**

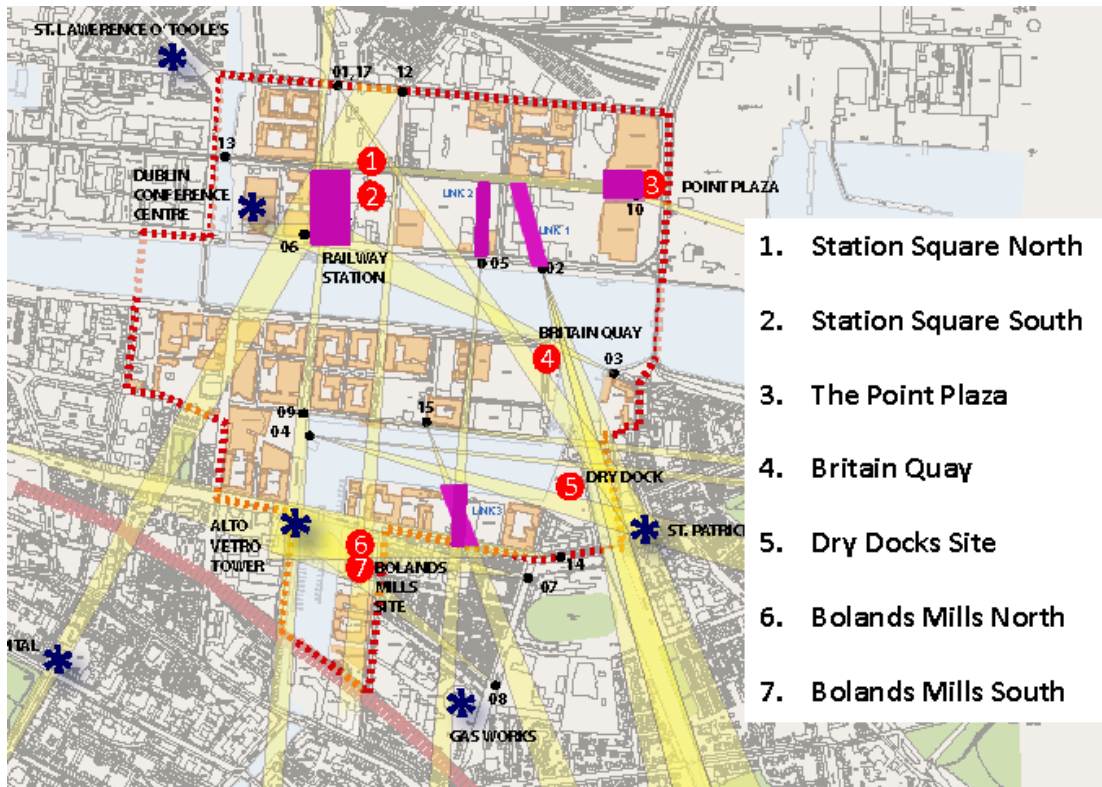
With regard to views and prospects, the study has identified the following sites as having the potential to accommodate new landmark and / or 'tall' buildings –

#### **6.2 Potential New Link Roads & Public Spaces**

With regard to views and prospects, the study has identified the following potential alterations to the layout of the SDZ (see Map 4):

- New diagonal link road between Upper Mayor Street and North Wall Quay (Link 1).
- New perpendicular link road between Upper Mayor Street and North Wall Quay (Link 2).
- Revised shape to Station Square / the proposed plaza on Upper Mayor Street.

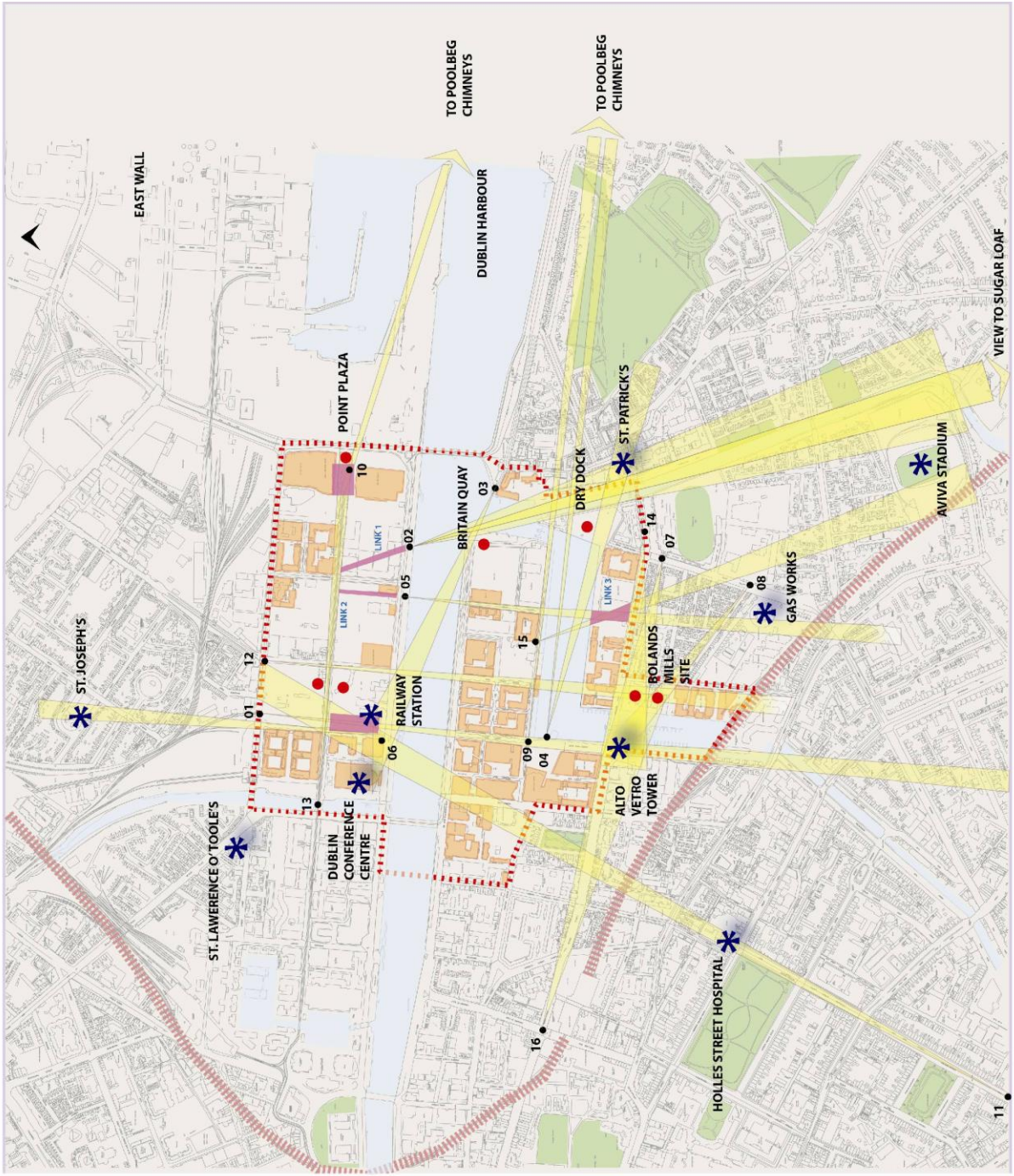
- New link between Charlotte Quay and Ringsend Road (Link 3).
- Additional triangular-shaped public plaza fronting Ringsend Road (incorporating Link 3).



*Map 4 – Potential Impact of Views on Built Form*







**KEY**

VIEWING POINT..... 01

VIEWING CONE.....

EXISTING LANDMARKS..... \*

NEW POTENTIAL LANDMARK SITES..... ●

DEVELOPED SITES.....

POTENTIAL NEW STREETS/ PUBLIC SPACES.....

<b>View Ref.</b>	01
<b>Viewing Point/s</b>	<b>Upper Sheriff Street Bridge</b> / Station Square / North Wall Quay / Sir John Rogerson's Quay / Forbes Street
<b>Type of View</b>	Vista & Broad Prospect
<b>Landmark Features</b>	Alto Vetro Tower / Old North Wall Railway Station / Dublin Mountains
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the top five storeys of the Alto Vetro Tower should be protected. Ideally, the chimneys of the Old North Wall Railway Station should also be visible from Upper Sheriff Street to frame the view of the tower.



<b>Backdrop</b>	The protection area for this view extends beyond the Alto Vetro Tower.
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<b>View Ref.</b>	02
<b>Viewing Point</b>	<b>North Wall Quay</b>
<b>Type of View</b>	Broad Prospect & Vista
<b>Landmark Features</b>	Dublin Mountains (Sugarloaf) / St. Patrick's Church / Aviva Stadium
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The composition and silhouettes of the different elements in this view are important, as such, its entire skyspace should be protected.




<b>Backdrop</b>	<p>The protection area for this broad prospect view extends beyond St. Patrick's Church spire and the Aviva Stadium.</p> <p>The protection area for the vista at the centre of the view extends as far as the Great Sugarloaf Mountain. This part of the protection area is significantly elevated above the urban area due to the raised height of the element being protected – i.e. the profile of the upper part of the Great Sugarloaf Mountain. The base for this part of the backdrop is indicated by a red line.</p>
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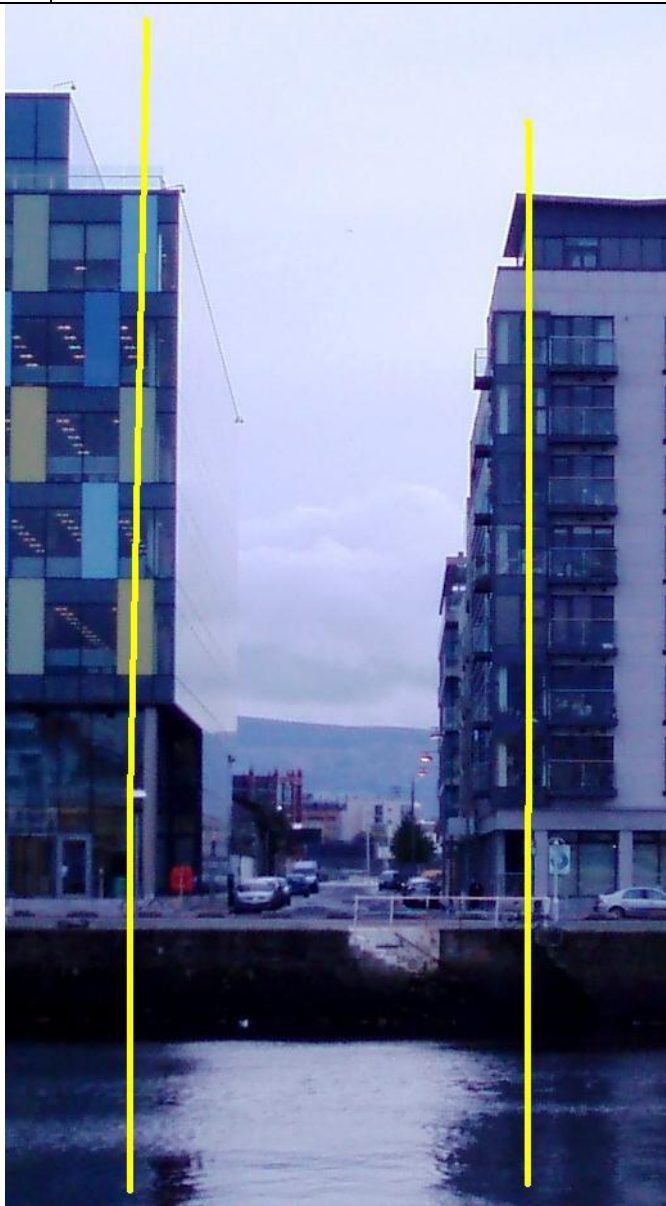
<b>View Ref.</b>	03
<b>Viewing Point</b>	<b>York Road (western end)</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Dublin Conference Centre / Old North Wall Railway Station & Hotel
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the Dublin Conference Centre should be protected.



<b>Backdrop</b>	The protection area for this view extends beyond the Dublin Conference Centre.
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<b>View Ref.</b>	04
<b>Viewing Point</b>	<b>Grand Canal Plaza</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Poolbeg Chimneys / St. Patrick's Church
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the Poolbeg chimneys and the tower and spire of St. Patrick's Church should be protected.
	
<b>Backdrop</b>	The protection area for this view extends beyond St. Patrick's Church on its south side and as far as Poolbeg on its north side.
<b>Notes</b>	In the event of a structure being located between the viewing point and the chimneys, it is important to retain a view of them that includes the contrast between the painted and unpainted concrete.

<b>View Ref.</b>	05
<b>Viewing Point</b>	<b>North Wall Quay / Benson Street / Hanover Quay</b>
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Dublin Mountains / The Gasworks
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around The Gasworks should be protected, including the line of the Dublin Mountains beyond.



<b>Backdrop</b>	The protection area for this view extends beyond The Gasworks.
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<b>View Ref.</b>	06
<b>Viewing Point</b>	<b>North Wall Quay / Station Square</b>
<b>Type of View</b>	Vista
<b>Landmark Features</b>	St. Joseph's Church
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the tower of the church should be protected.
	
<b>Backdrop</b>	The protection area for this view extends beyond St. Joseph's Church.



<b>View Ref.</b>	07
<b>Viewing Point</b>	<b>Hastings Street</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Alto Vetro Tower / Boland's Mills
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the top seven storeys of the Alto Vetro Tower should be protected.




<b>Backdrop</b>	The protection area for this view extends beyond the Alto Vetro Tower.
<b>Notes</b>	Should the Boland's Mills site be redeveloped skyspace around the top 7 storeys of the Alto Vetro Tower on its south side should be created.

<b>View Ref.</b>	08
<b>Viewing Point</b>	<b>Gordon Street</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Boland's Mills
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace above the stone warehouse fronting Grand Canal Dock should be protected.



<b>Backdrop</b>	The protection area for this view extends beyond the stone warehouse fronting Grand Canal Dock.
<b>Notes</b>	Should the Boland's Mills site be redeveloped this view should be widened on its north side.

<b>View Ref.</b>	09
<b>Viewing Point</b>	<b>Cardiff Lane / Hanover Quay</b>
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Poolbeg Chimneys
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the Poolbeg Chimneys should be protected.
	
<b>Backdrop</b>	The protection area for this view extends beyond Poolbeg.



<b>View Ref.</b>	10
<b>Viewing Point</b>	<b>The Point Plaza</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Poolbeg Chimneys
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the Poolbeg Chimneys should be protected.



<b>Backdrop</b>	The protection area for this view extends beyond Poolbeg.
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<b>View Ref.</b>	11
<b>Viewing Point</b>	<b>Leeson Street Lower</b> / Fitzwilliam Place / Fitzwilliam Square East / Fitzwilliam Street Upper / Merrion Square East
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Holles Street Hospital
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace above the terraces leading up to Holles Street Hospital and the skyspace around the hospital building itself should be protected.



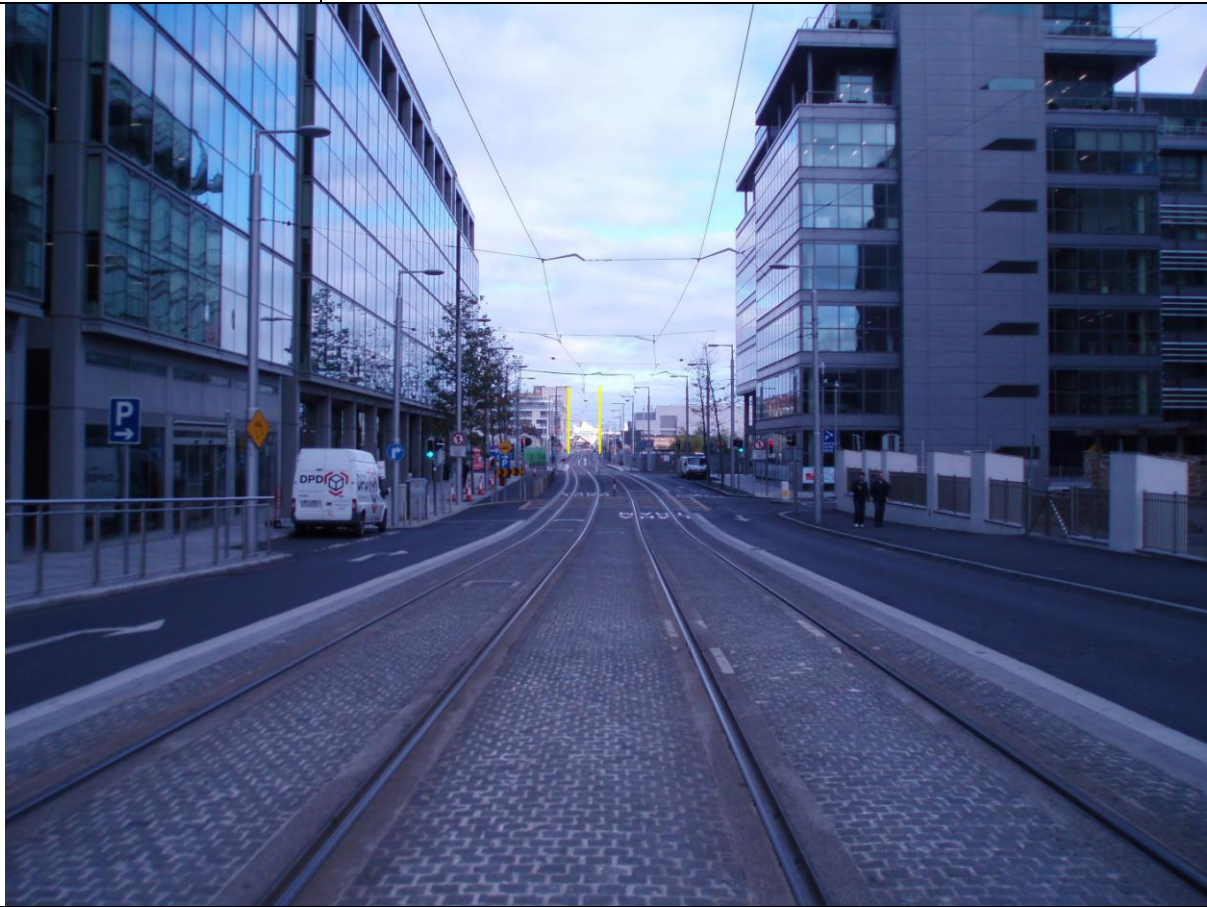
<b>Backdrop</b>	The protection area for this view extends beyond the northern boundary of the SDZ.
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<b>View Ref.</b>	12
<b>Viewing Point</b>	<b>Sheriff Street Upper</b> / Mayor Street / New Wapping Street / North Wall Quay / Blood Stoney Road
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Boland's Mills
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	None at present. See Notes.



<b>Backdrop</b>	The protection area for this view extends beyond the Monte Vetro building.
<b>Notes</b>	This vista may be enhanced by one or two slender elements on the Boland's Mills site. Such elements would ideally pierce the skyspace above the Monte Vetro building, thus punctuating this long vista. Should such an element or elements be introduced, the skyspace around them should be protected.

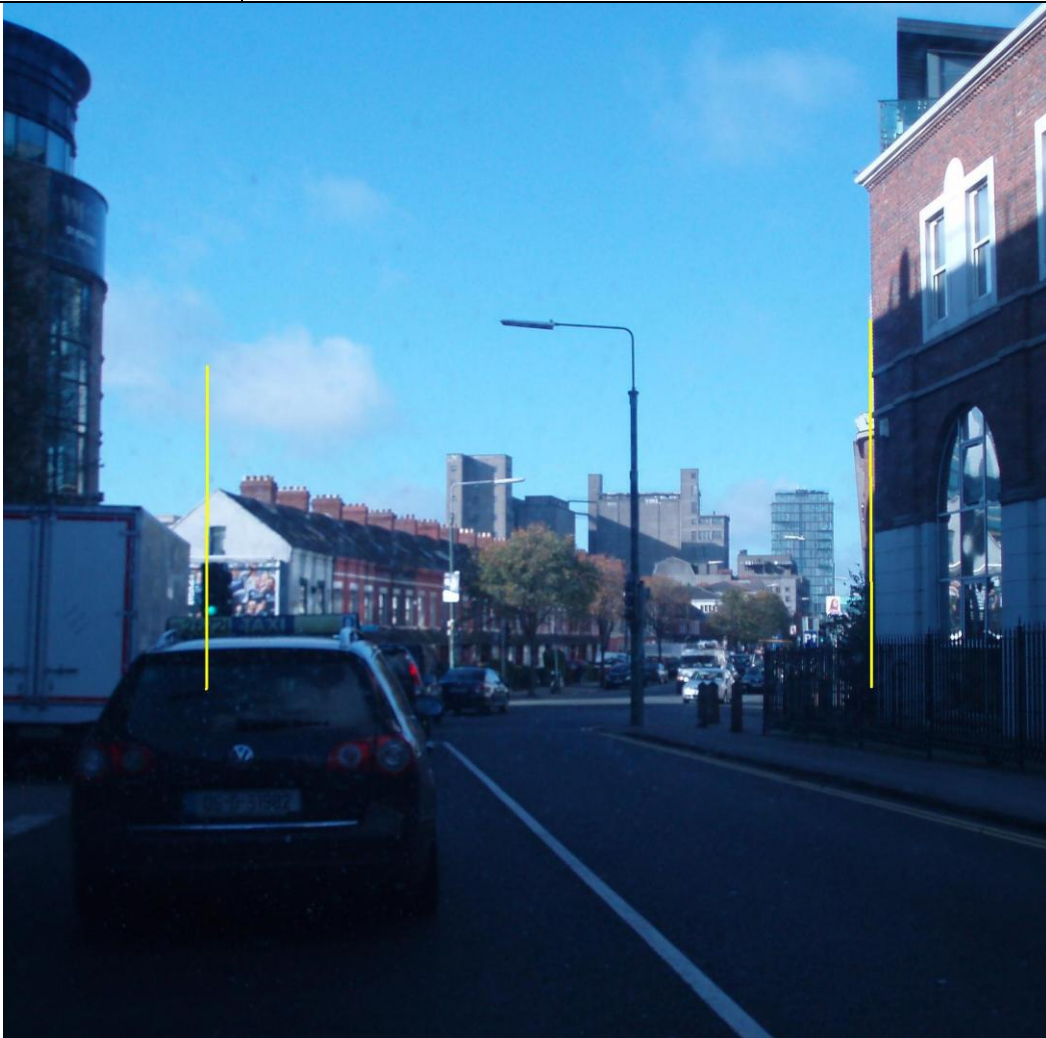
<b>View Ref.</b>	13
<b>Viewing Point</b>	<b>Mayor Street Upper</b>
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Point Plaza Building (new)
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the new building at the end of the vista should be protected.



<b>Backdrop</b>	The protection area for this view extends beyond the Point Plaza.
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<b>View Ref.</b>	14
<b>Viewing Point</b>	<b>Bridge Street</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Alto Vetro Tower / Boland's Mills
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the top seven storeys of the Alto Vetro Tower should be protected. Ideally, the tower would appear as a more isolated feature in the streetscape, with up to ten of its top storeys surrounded by skyspace.



<b>Backdrop</b>	The protection area for this view extends beyond Boland's Mills and the Alto Vetro Tower.
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<b>View Ref.</b>	15
<b>Viewing Point</b>	<b>Hanover Quay</b>
<b>Type of View</b>	Contained Prospect
<b>Landmark Features</b>	Aviva Stadium
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the Aviva Stadium should be protected.
	
<b>Backdrop</b>	The protection area for this view extends beyond the Aviva Stadium.

<b>View Ref.</b>	16
<b>Viewing Point</b>	<b>Pearse Street</b>
<b>Type of View</b>	Vista
<b>Landmark Features</b>	Alto Vetro Tower / Boland's Mills
<b>Width</b>	Defined by yellow lines
<b>Skyspace</b>	The skyspace around the top five storeys of the Alto Vetro Tower should be protected. Ideally, the tower would appear as a more isolated feature in the streetscape, with up to twelve of its top storeys surrounded by skyspace.



<b>Backdrop</b>	The protection area for this view extends beyond Boland's Mills.
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