

**Landscape and Visual**

**Brief of Evidence**

**of**

**Margaret Egan**

BORD PLEANÁLA	
TIME <u>11.30</u>	BY <u>CHC</u>
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**January 2015**



My name is Margaret Egan. I am a practising Landscape Architect and Landscape & Visual Impact Specialist. I work with Áit Urbanism & Landscape, based in Dublin. I am engaged as a Landscape Consultant, specialising in Landscape and Visual Impact Assessments. I am currently involved in Landscape Architectural, Public Realm, and Regeneration projects in Dublin's Inner City.

**Qualifications:** I hold a Diploma in Environmental Resources Management from the Dublin Institute of Technology (1993), a Bachelor of Agricultural Science in Landscape Horticulture (Hons) University College Dublin (1999), a Post Graduate Diploma in Environmental Impact Assessment Management (Hons) (2003), also University College Dublin. I have undertaken a Landscape Character Assessment Training Course with the Heritage Council in 2009.

I am a full Member of the Irish Landscape Institute (ILI) and have served on the Executive Council of the ILI from 2008-2011.

**Experience:** I have worked in the field of Landscape Architecture for 15 years, mainly in Private Practice with Mitchell & Associates, Landscape Architects, for eight of those years, until 2010. I have also worked in the Public Sector in both the Parks and Landscape Division and Roads Department of Dun Laoghaire – Rathdown County Council from 2004-2007 as Project Landscape Architect to oversee the landscape design completion and soft landscape contract management of the South Eastern Motorway section of the M50 in Dublin.

I have been engaged as both the Landscape Environment Manager, and as an Associate, of Mitchell & Associates in Dublin. I have been involved in work relating to landscape design and environmental improvement schemes; carried out studies and assessments for major residential, recreational, infrastructural and commercial developments for private companies and public bodies as well as managing the Landscape and Visual Impact Assessment project portfolio for the company.

I am an Occasional Lecturer in University College Dublin on the Landscape Architecture programme, as well as in the School of Geography, Planning and Environmental Policy, on Landscape and Visual Impact Assessment, Strategic Environmental Assessment and professional practice.

#### **Background to Involvement in the Galway Harbour Extension Project**

I was engaged by Galway Harbour Company, to review and give evidence in relation to the Landscape and Visual Impact aspects of the proposed development.

#### **General Methodology**

In conjunction with my colleague, Sean O'Laoire, I have read the relevant sections of the EIS with particular focus on Chapter 12 of Volume 2B Part 2, being the Landscape & Visual Impact Assessment, the associated photomontages and Landscape Masterplan and Sections. Appendix 13.1 *Physical, Cultural, Architectural Study*, and drawings in Volume 1D (06-0110 to 08-0110) have also been reviewed. I have paid particular attention to the Description of the Proposed Development, Human Beings Chapter, Flora and Fauna, Soils

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and Geology, Material Assets covering Architectural and Cultural assets, Alternatives Considered, and I have reviewed all of the Staging and Construction Sequencing Drawings, Architectural Drawings, Site Layout Plans etc.

I have reviewed the relevant sections of the Galway City Development Plan 2011-2017, in particular Chapter 4 governing Natural Heritage, Recreation and Amenity, which specifically deals with Views of Special Amenity Value and Interest.

I have read the Galway City Managers report on the proposed development as well as the relevant 3<sup>rd</sup> Party Submissions. I have visited the site of the proposed development and adjoining areas including sensitive receptors including the housing developments and urban areas within viewing areas of same and the area of and around Nimmo's pier on a number of occasions. I have also visited wooded coastal settings locally to review the viability of the proposed planting scheme.

Inspector, there are five new graphics/ drawings referenced in my Brief of Evidence, and attached as an Appendix, as follows:

Fig 1: Soft Landscape Implementation Plan

Fig 2: Indicative Public Realm Plan-Marina Promenade

Fig 3: Indicative Public Realm Plan-Linear Park

Fig 4: Palette of Materials

Fig 5 : Model Views 1-6 ( as updated)

In respect of background supporting documentation, **Appendix 13.1 Physical, Cultural, Architectural Study**, and drawings in **Volume 1D (06-0110 to 08-0110, Part 3)** of the EIS are of particular relevance to the landscape analysis and design development of the Landscape Masterplan and public realm ethos . This study and associated drawings present a comprehensive analysis of the existing receiving environment, and in particular the history of land reclamation in Galway, and the development of the amenity use of infrastructural coastal reclamation projects from the 18<sup>th</sup> to the 20<sup>th</sup> Century.

In conjunction with the above, site visits, desk top studies of relevant mapping, photography and aerial photography were used to evaluate and assess the existing site conditions and character. The Galway City Development Plan (2011-2017) was consulted to assess planning context, designated sites and protected views and prospects.

The visual characteristics of three of the Landscape Character Areas that will be most affected by the proposed development, are as follows :

- Harbour Industrial and Maritime Landscape
- Urban Waterfront Landscape
- Urban Settlement Landscape

In terms of assessment of visual impact of the proposed development, as previously outlined by Eamonn Waldron and others, two core components of the proposals are of particular relevance to landscape and visual impacts; these are the Infrastructural and Operational Components and these have also been addressed.

**Visual impact assessment** is subjective, and the analysis of impacts on views can occasionally vary from author to author. I have reviewed all twenty photomontages. In terms of predicted visual impact , I am in agreement with some of the assessments made, and differs from others as stated in Chapter 12 of the EIS. In general terms, it is my opinion that the overall visual impact will be permanent, moderate to significant and negative. There is one permanent slight positive visual impact at Lough Atalia Railway Bridge (Plate 11), which is assessed below.

An architectural visual impact assessment of **Plate 11 Lough Atalia Railway Bridge** (Protected Structure - Ref.10002) is presented in Chapter 13, Material Assets of the EIS.

**Plate 11            Lough Atalia Railway Bridge**

The following is an assessment of the visual impact of the lowering of the Lough Atalia Road on Lough Atalia Railway Bridge, a Protected Structure , and on the public realm locally.

In light of the substantial improvements to the public realm, with no alterations to the physical structure of Lough Atalia Railway Bridge, the visual impact will be slight and positive.

Inspector, we have retaken the Existing View at Mellows Park, Renmore (**Plate 13** Day time and **Plate 19** Night-time Views), due to the recent removal of a public boundary hedge.

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**Plate 13          Mellows Park, Renmore**

This view is taken from a grassed open space adjacent to the residential area of Mellow's Park in Renmore. It is a representative view of *Protected Linear View V17. Seascape views from Military Walk, Renmore*, on a lower elevation, south of the walk itself.

In my opinion, the predicted degree of visual impact will be **Significant** in this instance. Views of Galway Bay and Hare island will be removed as will views to the lower coastal landscape of the Burren. Views to Mutton Island Lighthouse, a protected structure RPS ref 6510, will be obscured by the built elements of the proposed development.

Landscape mitigation is proposed in the form of woodland planting to assist in screening the vertical built elements of the proposed development from view.

**Plate 19          Mellows Park, Renmore**

This view correlates with Plate 13, Mellows Park, Renmore, Day-time View. This existing view has been retaken as outlined above. The night-time view depicts the public open space in the foreground and, the open grass and scrub area adjacent to the Bus Eireann depot in the background. The lighting associated with the Bus Depot and Enterprise Park is visible to the right of view. Street lighting within Mellows Park frames the darkness of the water of Galway Bay in the background of view.

Lighting from the temporary construction works at the Sewage Treatment facility on Mutton Island are visible in the middle distance.

The night –time visual impact will vary depending on the viewpoint location. As well as light standards, other sources of light include internal lights in buildings and in any ships docked at the new harbour. Light pollution (light spill) will be mitigated by directional lighting with screening baffles. The primary source of light at night-time will be from fully lit ships when docked and from lighting within buildings. The visual impact will be permanent, moderate and negative from the Grattan Road area (Plate 17). The visual impact will be permanent moderate and neutral from The Long Walk area ( Plate 18) as there is existing lighting on Nimmo's Pier, the Harbour Buildings and Enterprise Park within this viewframe. From the east, the night-time visual impacts will be permanent, moderate and negative, (Plates 19, Mellows Park ,above) and from Hawthorn Drive, Renmore (Plate 20).

Visual impact will generally increase to significant negative when a cruise ship or larger vessel is docked at night-time from these viewpoint locations. However, the impacts will be temporary in nature. This element is quite subjective, as the presence of a cruise ship or larger vessel can add animation and visual interest to a portscape setting.

Views to Mutton Lighthouse (Protected Structure RPS ref 6510) will be impacted upon from the east of the site. Views of the Lighthouse from Mellows Park (Plate 13), Hawthorn Drive (Plate 14) and from Ballyloughaun Road, Ballyloughaun (Plate 15) will be completely screened by the proposed development. As one moves further east along the coast line, views will become less obscured by the proposed development, but the Lighthouse then becomes partially screened on the lower levels by the topography of Hare Island from views at Roscam (Plate 16). There is no operational lighting at Mutton Island Lighthouse (extinguished in 1977), and therefore is not visible at night. The lighting that does appear at the southern end of Mutton Island is associated with temporary works at the sewage facility.

My understanding is that the construction period will be 8 years as outlined in Table 4.5.1, Chapter 4, Description of Development. In terms of the implementation of the various elements of the planting scheme, based on discussions with Tobin Consulting Engineers, we have produced a simple diagrammatic drawing, **Fig. 1 - Soft Landscape Implementation Diagram**, to show when the various planting elements will be carried out. (See Powerpoint).

There are two phases of planting proposed. The first phase of planting will occur in the Winter of Year 7, and will comprise of native woodland plantings to the embankment to the east of the Enterprise Park to the north east of the site. The second phase of planting will take place in the winter of Year 8. This will involve all planting to the main body of the scheme. The road and footpath network will be undertaken in Year 8 also. It is my opinion that the visual impact of the construction phase will be significant and negative. The degree of duration of the impacts will be 8 years and therefore a medium term impact. These impacts will be temporary and will cease upon completion of the proposed development. The proposed mitigation measures outlined are generally considered acceptable.

The LVIA chapter states that due to *'the scale, location and openness of the proposed development site, it is not feasible to physically or visually integrate the scheme fully into its' surrounding landscape*'. It is my opinion that the *'landscape mitigation'* in a broader sense will be realised in the creation of and final detailing of quality public amenity spaces within the public realm, elements that have been aspired to throughout the design process.

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In relation to the public realm itself, a range of hard landscaping materials will be used to define the pedestrian and vehicular routes within the scheme. There are four key 'Public Amenity Areas' :

- Renmore Promenade (with future connections to Renmore Beach)
- Linear Park connecting Renmore Promenade to the Marina Area
- Marina Promenade and Marina Village
- Publically accessible Marina breakwater

In consultation with Galway Harbour Company, we have undertaken two new drawings, **Fig 2 : Indicative Public Realm Plan – Marina Promenade** & **Fig 3 : Indicative Public Realm Plan- Linear Park** to illustrate, as examples, what will be achieved in terms of the use of different plant materials, hardscape materials and finishes as well as street furniture. These **Indicative Public Realm Plans** are supplemented with images in **Fig 4: Palette of Materials (Image Sheets)**. The latter will include benches, picnic tables, bins, bollards, cyclestands, designated areas for Galway Bikes, bi-lingual signage, railings and tree grills where appropriate. All materials will be selected from this palette. All hardscape details and street furniture elements will be agreed in advance with Galway City Council.

The microclimate created within the proposed scheme will be subject to extremes in wind and saline conditions along the edges adjacent to the waters' edge. In order to ensure successful plant establishment , it is proposed that all new planting will be propagated and established in a nursery on site (within the Enterprise Park). However, as an alternative to this proposal, I believe the plant material would benefit more from being grown, managed, maintained and irrigated in a local coastal nursery setting.

In relation to the Landscape Masterplan, I believe that the proposed planting strategy to the north-east of the scheme will have adequate screening and shelter from the Enterprise Park and Bus Eireann depot to allow for the establishment of a woodland edge.

Planting within and around the proposed pond, adjacent to Renmore Promenade, will be reasonably sheltered and will create an additional ecological and visual amenity feature within the scheme. I have compiled a palette of planting that would be suitable for this wetland habitat in **Fig 4: Palette of Materials (Image Sheets)**.

In relation to the proposals to develop a dense woodland in the central park area of the scheme, linking the Marina to the Nautical Centre, I feel that planting within this area of the scheme will have a better chance

of survival if Pine, Hawthorn, Sycamore, Holly and Alder are used to create a sheltered microclimate for medium and low growing shrubs, grasses and perennials to establish. Therefore, I would suggest a simplified layered approach with more suitable tolerant plantings, as indicated in the **Fig 3 : Indicative Public Realm Plan- Linear Park** and associated **Fig 4 : Palette of Materials (Image Sheets)**.

Shrub planting will include native species, to act as a backdrop to the lower growing ornamentals, that will adapt to the exposed microclimate . These include :

*Prunus spinosa* Blackthorn

*Crataega monogyna* Hawthorn

*Hippophae rhamnoides* Sea Buckthorn

*Ilex europaeus* Gorse

*Juniperus communis* Juniper

Lavender, an non-native, will also be suitable for this location.

The use of ivy, (*Hedera helix*), grassed areas with bulb plantings will form part of the ground cover layer in suitable locations.

The ornamental herbaceous plant species listed below and depicted in the powerpoint, are wind tolerant and suitable for coastal locations. They include :

*Allium species* Onion/Garlic family –(Purple spherical flowerheads)

*Armeria species* Sea Pink/ Sea Thrift

*Diarama species* Angels Fishing Rods ( in suitable sheltered locations)

*Perovskia atriplicifolia* Russian Sage

*Achillea millefolium* Yarrow

Ornamental grasses that will be suitable and tolerant of wind exposure include :

*Festuca spp* Fescue Grass

*Miscanthus sinensis* Miscanthus Grass

*Molinia spp* Purple Moor Grass

*Pennisetum setaceum* Fountain Grass

This layer of ornamental planting will create additional visual interest and enhance the amenity experience as the user moves east-west through the site.

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In relation to the open and exposed edge areas of the proposed harbour, the plantings will have more difficulty establishing given the exposure from winds and proximity to the saline environment of the sea, particularly to the extreme west and south of the proposed development. At the cargo area to the south, the proposed two metre high wall will provide some shelter from the prevailing winds. However, in my opinion the impact of sea spray, however slight, would adversely affect the proposed woodland plantings in this area. Therefore I suggest revising the proposed planting in this area to a shrub layer of Gorse (*Ulex europaeus*) and Sea Buckthorn (*Hippophae rhamnoides*), and planting should only take place on the portside slope of the berm planting.

In relation to avenue plantings to the access roads within the scheme, Pine species such as *Pinus sylvestris* (Scots Pine) or *Pinus nigra* (Black Pine), *Pinus radiata* (Monterey Pine), Sycamore (*Acer pseudoplatanus*) and Hawthorn species (*Crataegus monogyna* and *Crataegus*.vars) will be most suitable and have the highest chance of establishment. The trees will have a sculpted appearance from the prevailing winds, an appearance associated with coastal plantings along the extremities of the west coast.

In order to assist in visualising some of the new character areas that will be formed within the proposed scheme, and their soft and hardscape features, I have added a commentary to the six 'Model Views 1-6' which are computer generated images (CGI's), developed by RealSIM 3D Modelling and Simulation Experts. These CGI's are included in the EIS (Volume 1D – Part 3). **RealSIM have updated these images to further illustrate features of the public realm. The heights of the trees depicted in the original (EIS) images have been reduced to reflect my input on plant establishment as stated previously. ( See Powerpoint).**

These images are generic representations of what the scheme will look like when construction work is completed and all hard and soft landscape works have been implemented. There are several distinct 'character' areas within the scheme that have a particular aesthetic, from the commercial cargo port, cruise ship and docking area, Terminal Building, Harbour Offices, the Marina, Promenades and Public Parks .

**Model 1 View :** This is a depiction of a cruise liner docked at the south-east of the proposed development. Passengers are disembarking into a large open dock space and moving towards the Terminal Building. The high level lighting, variety of pavement surfaces, rail lines and some of the landscape plantings are presented in this image.

**Model View 2 :** This image depicts a view of the commercial docks. Freight cargo containers are depicted on the ship and are being moved by rail. The cargo yards are visible in middle ground and background of

the image. The Marina Building and Marina with pleasure crafts docked at the berths, are visible in the background, adding colour and animation to the western facade of the scheme. The tree plantings are established and create a visual amenity throughout the site. The infrastructure of the Enterprise Park and Galway City are visible in the background.

**Model View 3:** This computer generated image depicts a view from south of the proposed Harbour Company Office looking west / north-west to the proposed marina and promenade. Galway City, the existing harbour and Enterprise Park are visible in the background. Generic low-medium level shrub planting is used in this image to visualise areas of soft landscape that will be used to delineate boundaries of buildings or to separate pedestrian and vehicular areas, as well as softening the overall hardscape elements of the scheme. The general aesthetic portrayed is of a maritime amenity facility.

**Model View 4:** This image presents an elevated view of the scheme from the south eastern dock area to the west/north west of the site. The commercial docks appear in the foreground with a cruise ship docked. Passengers are disembarking to the Terminal Building. Street furniture elements are also presented in the form of bollards, signage and lighting infrastructure. There is animation, colour and movement portrayed within the Marina and public amenity areas. The soft landscape infrastructure is depicted in the form of medium sized trees and low-medium sized ornamental shrubs.

**Model View 5:** This is an elevated perspective of a view from the Marina Yard looking south-east. The Marina Yard with pleasure crafts is shown in the foreground, and is separated from the public walkways and access to the promenade by landscape plantings. A cruise liner is docked and gives a realistic impression of the scale and mass of the full extent of this structure when docked. The general aesthetic portrayed is of a public maritime amenity facility.

**Model View 6:** This model view is a depiction of the public park that runs east-west from the Marina to the Nautical Centre and Renmore Promenade. The tree and shrub plantings shown are generic. If native plantings as listed earlier in this section establish to these heights they will create a more sheltered microclimate for additional ornamental plantings . A generic brushed concrete finish is illustrated as the paving material to the public pathways through the park, with bitumen to the roadway. Boats are berthed at the Marina in the background. The promenade to the west is being used by walkers. Again, the general aesthetic portrayed is of a public maritime amenity facility.

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## Conclusion

The historical development of coastal infrastructural /reclamation projects, into public amenities, in Galway City since the 18<sup>th</sup> Century, forms the most important element of the design ethos behind the 'public' face of the proposed development. The distillation of the analysis of the various elements of the receiving environment and cultural heritage of Galway City and harbour, have informed the design development of the scheme in terms of expansion of coastal linkages, extension of the pedestrian and cyclist network, as well as the creation of new 'landscape character' areas within the scheme itself. Subsequently, new views and viewing areas will be created throughout the public amenity areas, opening up views to Galway Bay, harbour and Galway City itself.

Alternatives have been presented for the planting proposals outlined in the submitted Landscape Masterplan. Alternatives have been presented for two of the main public amenity areas, namely the Marina Promenade and Linear Park. The new drawings, Figures 1-5, presented in this Brief of Evidence, address the key elements of the Public Realm within these areas. More tolerant plant species have been presented that will have a greater probability of establishment within appropriate areas within the scheme. An alternative location for the plant nursery has also been presented.

In terms of impacts on Protected Views, the overall visual impact will be permanent, moderate to significant and negative. There will be a permanent slight positive visual impact at the Lough Atalia Railway Bridge ( Plate 11). Night time visual impacts will be permanent, moderate and negative from the east of the site. The night-time visual impacts will be permanent moderate and neutral from the Grattan Road area and permanent moderate and neutral from the Long Walk area. Visual impacts will change to significant negative impacts when a cruise ship or larger vessels are docked. These impacts will be temporary.

The impact on the main Landscape Character Areas that will be most affected, that is the *Harbour Industrial Maritime Landscape* and *Urban Waterfront Landscape* will be permanent, slight and negative, and permanent moderate to significant and negative respectively. The Landscape Impact on the *Urban Settlement Landscape* will be permanent, moderate to significant and negative.

The construction impacts will be significant and negative. These impacts will be Medium Term, with the construction phase lasting approximately 8 years. The planting phase to the public amenity area north of Renmore Promenade will begin in Year 7, the remainder of the site being planted in the winter of Year 8. The impacts associated with the construction phase will be temporary and cease on completion of the development.

**Response to issues raised by Galway City Council ( Galway City Managers Report)**

– **Visual Impact on Urban Settlement LCA's (pg 24)**

I agree with Galway City Council's view that the landscape impact on this LCA will be moderate to significant and negative, particularly from the east of the site at Mellows Park, Hawthorn Drive, ( both Renmore) and Ballyloughaun, as outlined in my Brief of Evidence ( Pg 10, Conclusion)

– **Concerns regarding planting and urban realm (pg 52)**

In order to address the above concerns, we have addressed these issues and presented alternatives, as outlined in pages 6-8 of this Brief of Evidence. We have presented additional drawings, ***Palette of Materials*** for hard and softscape elements and two public realm plans for two of the four main public amenity areas.

***Fig 1: Soft Landscape Implementation Plan***

***Fig 2: Indicative Public Realm Plan-Marina Promenade***

***Fig 3: Indicative Public Realm Plan-Linear Park***

***Fig 4: Palette of Materials***

***Fig 5 : Model Views 1-6 ( as updated)***

All materials will be selected from this palette. All hardscape details and street furniture elements will be agreed in advance with Galway City Council.



Model View 1

Ground level view North Eastwards of passengers alighting from Cruise Ship



Model View 2

Elevated view Northward over rail freight cargo  
Back up lands with city in background



Model View 6

Ground Level view of Parkland  
Link from Marina to Nautical Centre



Plate 13: Mellows Park, Renmore

Existing View



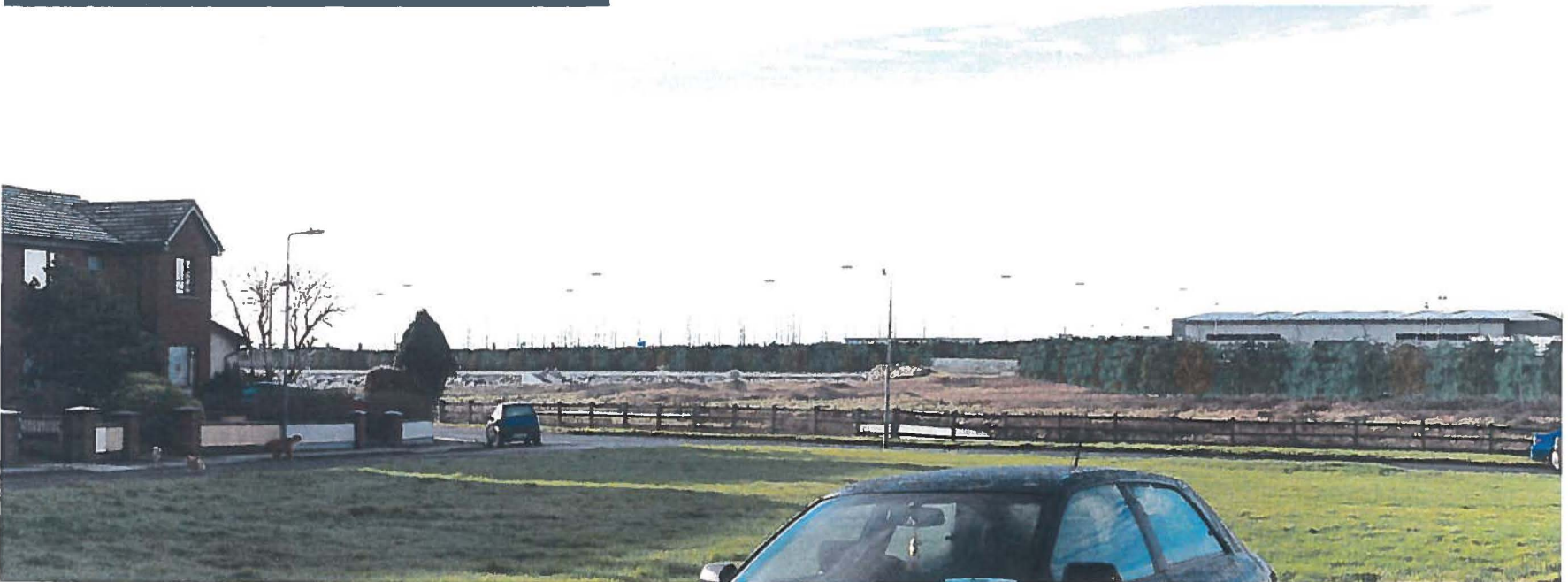
Proposed View at Stage 2



Proposed View at Stage 4



Proposed View at Stage 4 with Landscaping



Existing Night View

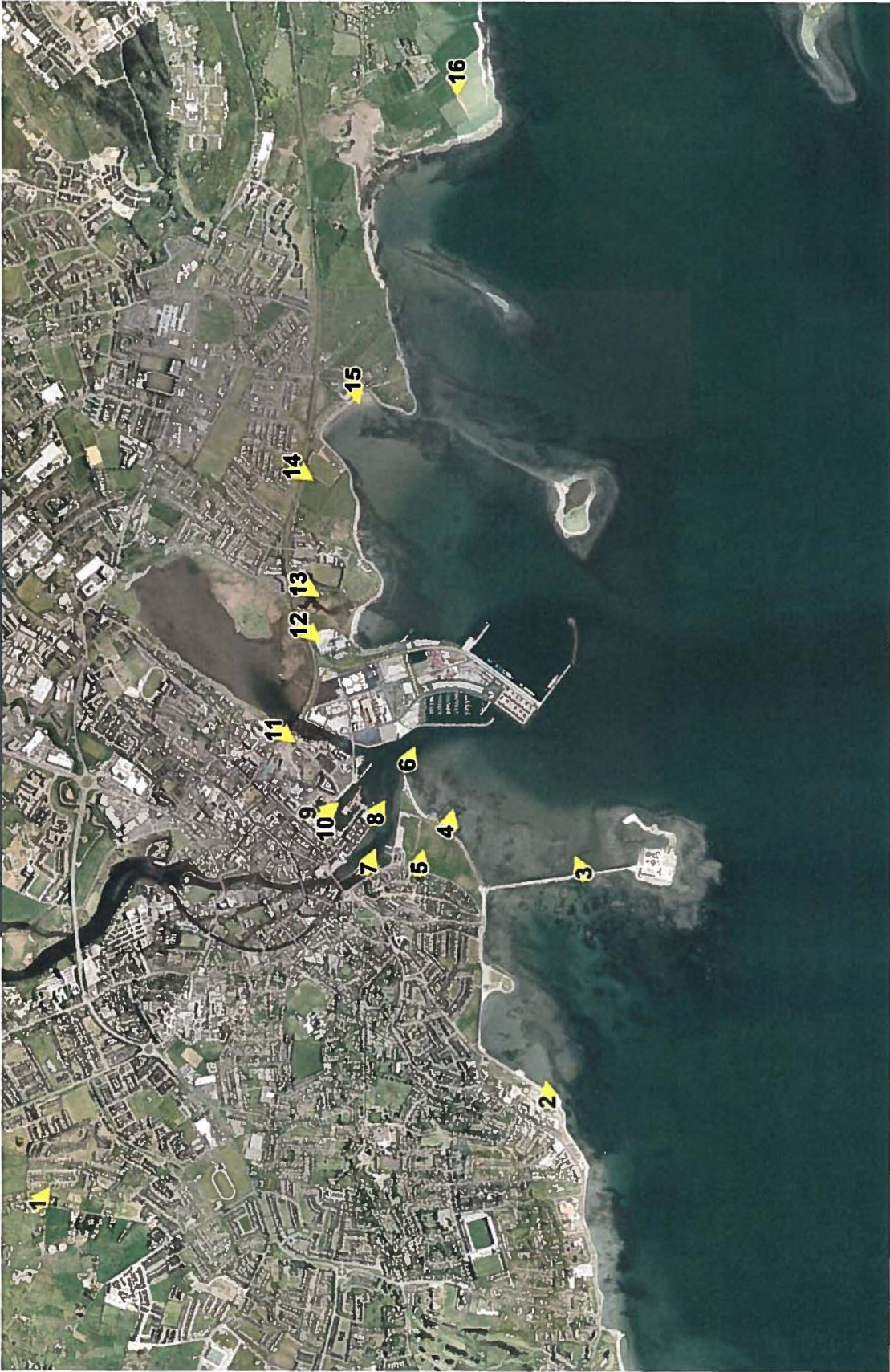
Plate 19: Mellows Park



Proposed Night View



Photomontage Viewpoint Locations



Existing View

High vehicles  
in Centre of Road  
Under Bridge

Plate 11: Lough Atalia Railway Bridge



Proposed View



Existing View



Plate 13: Mellows Park, Renmore

Proposed View



Proposed View with Landscaping



New Port of Gateway - EIS Landscape and Visual Montages

Plate 13: Mellow's Park, Renmore

Existing View



Proposed View at Stage 2



Proposed View at Stage 4



Proposed View at Stage 4 with Landscaping



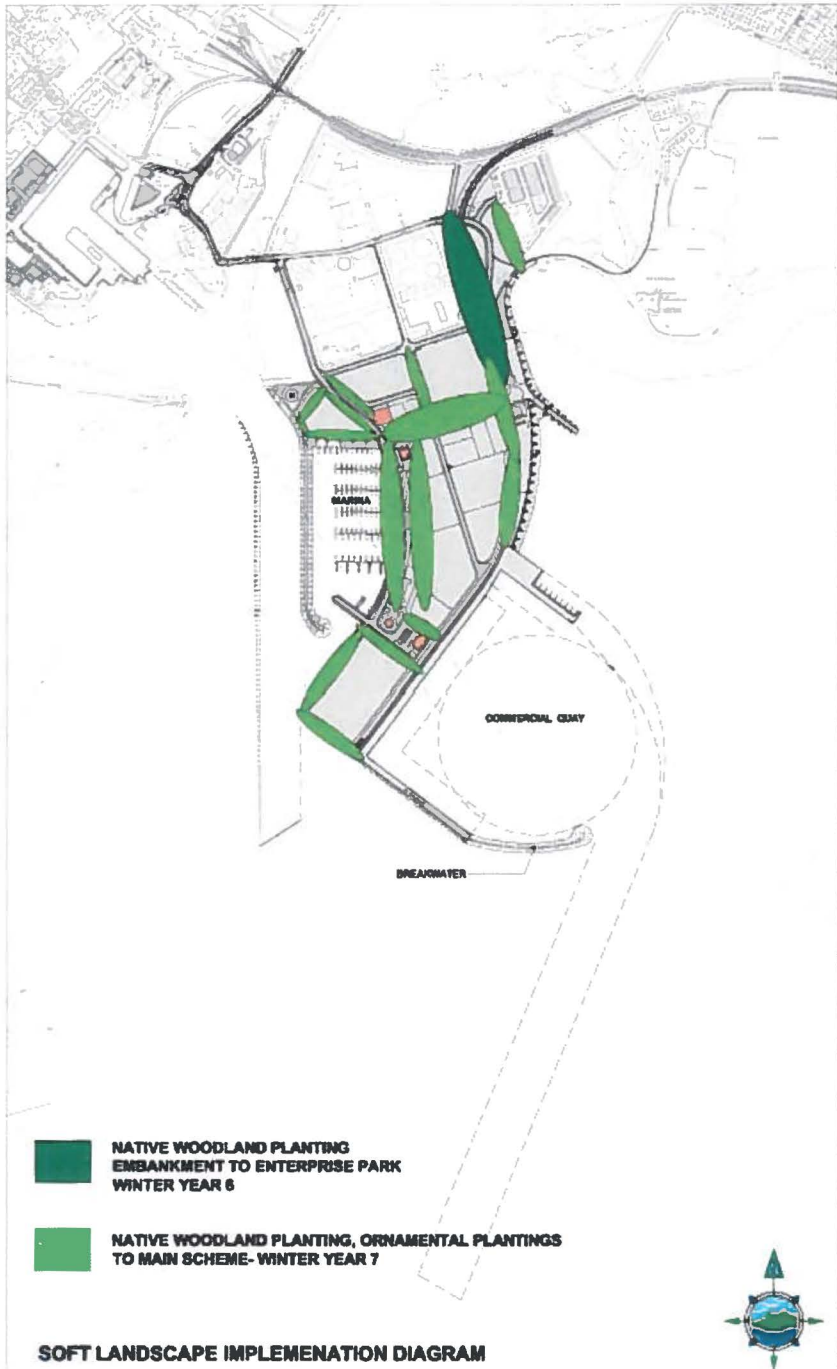
Plate 19: Mellows Park

Existing Night View



Proposed Night View

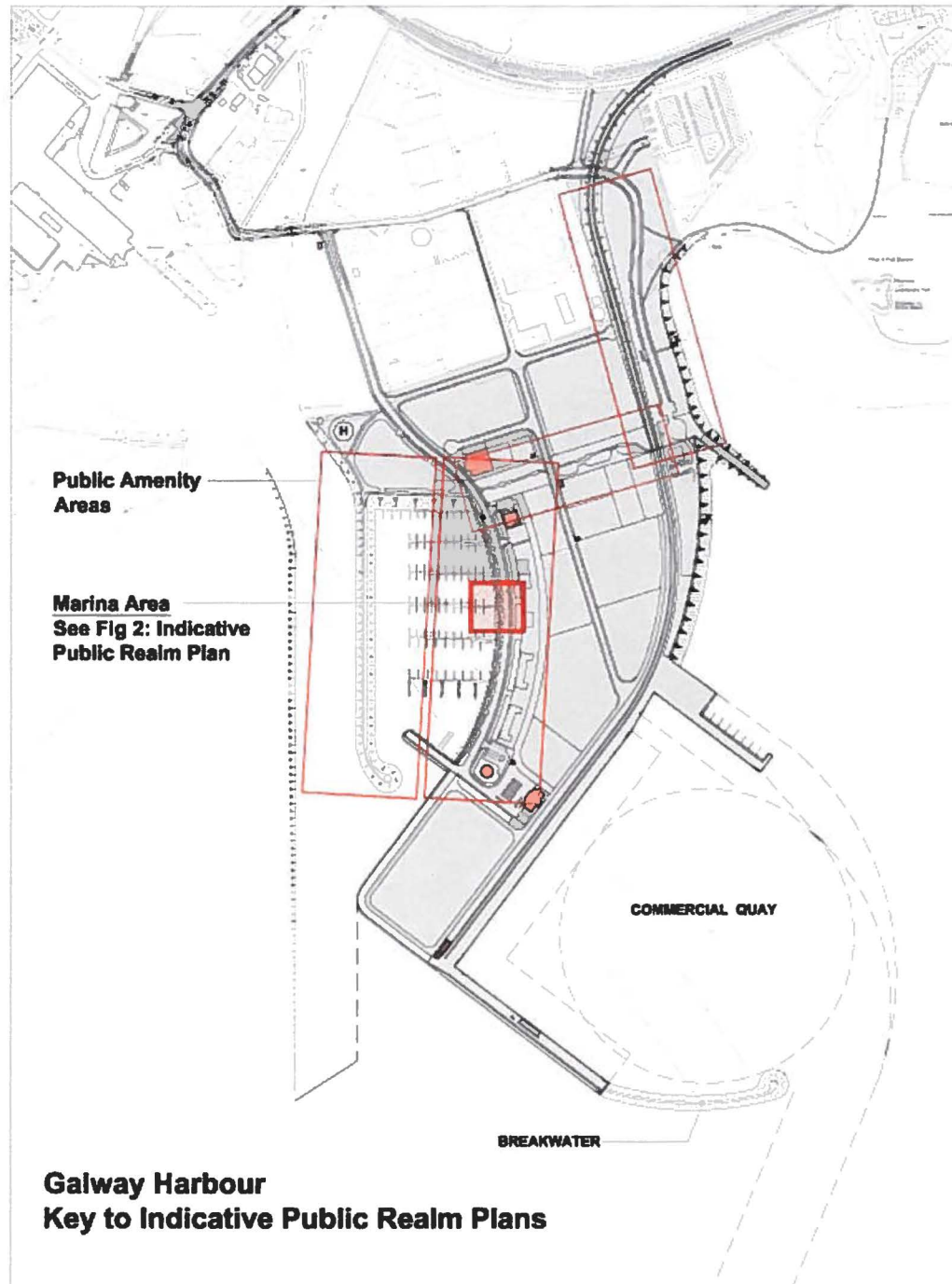




- NATIVE WOODLAND PLANTING  
EMBANKMENT TO ENTERPRISE PARK  
WINTER YEAR 6**
- NATIVE WOODLAND PLANTING, ORNAMENTAL PLANTINGS  
TO MAIN SCHEME- WINTER YEAR 7**

**SOFT LANDSCAPE IMPLEMENTATION DIAGRAM**

Fig 1: Soft Landscape Implementation Diagram



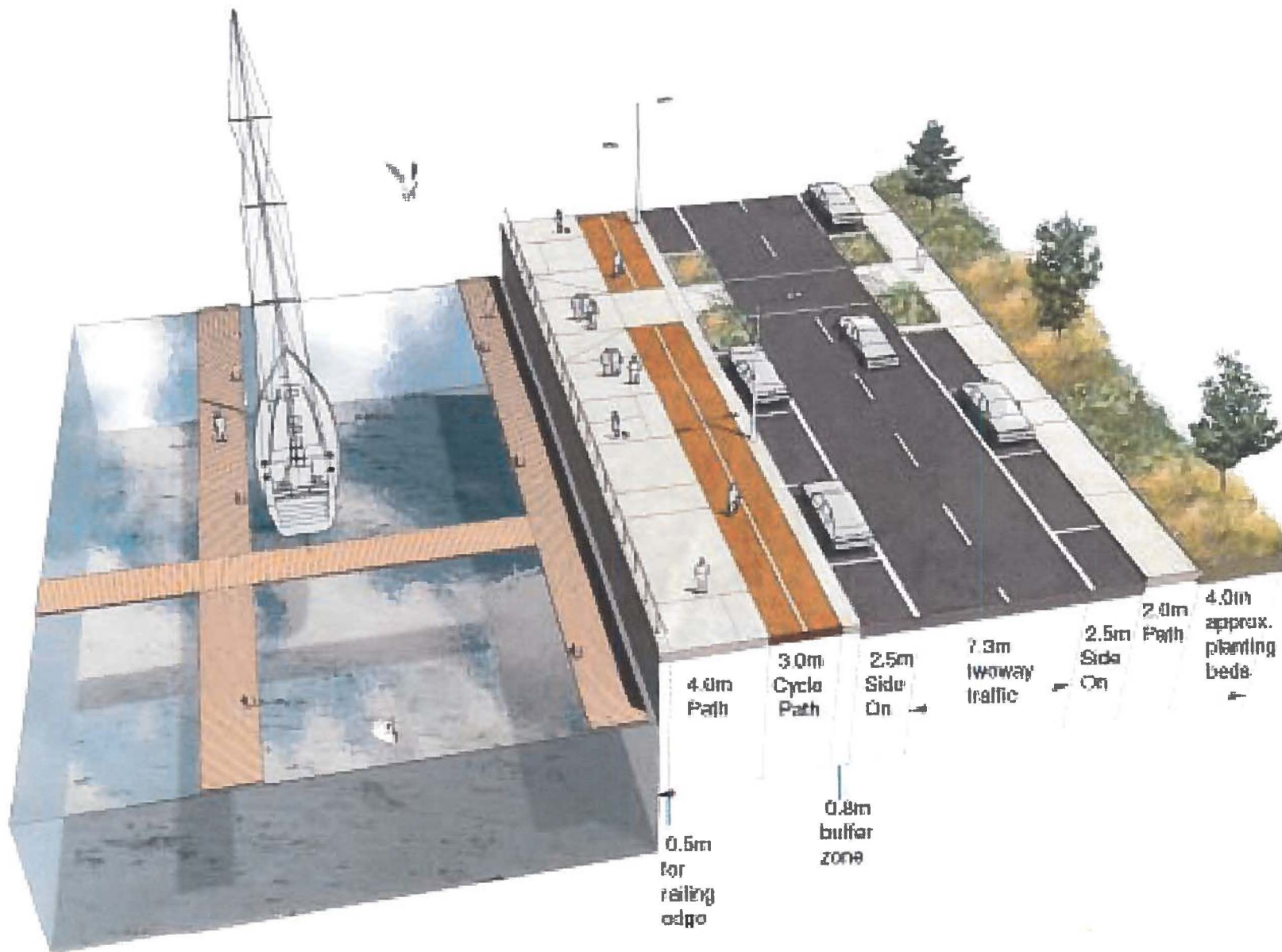
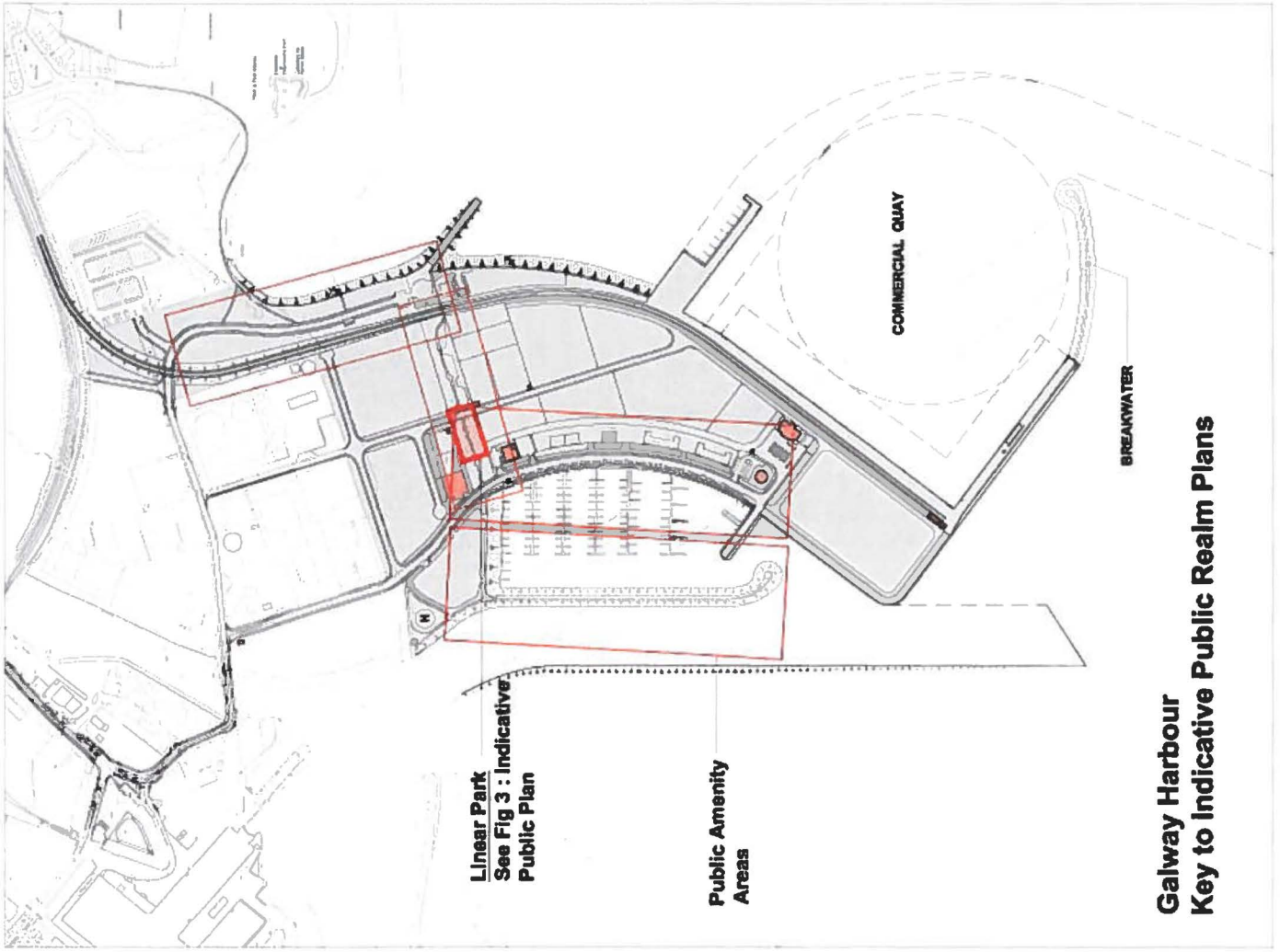


Fig 2: Indicative Public Realm Plan – Marina Promenade



**Linear Park**  
See Fig 3 : Indicative  
Public Plan

**Public Amenity  
Areas**

**COMMERCIAL QUAY**

**BREAKWATER**

**Galway Harbour  
Key to Indicative Public Realm Plans**

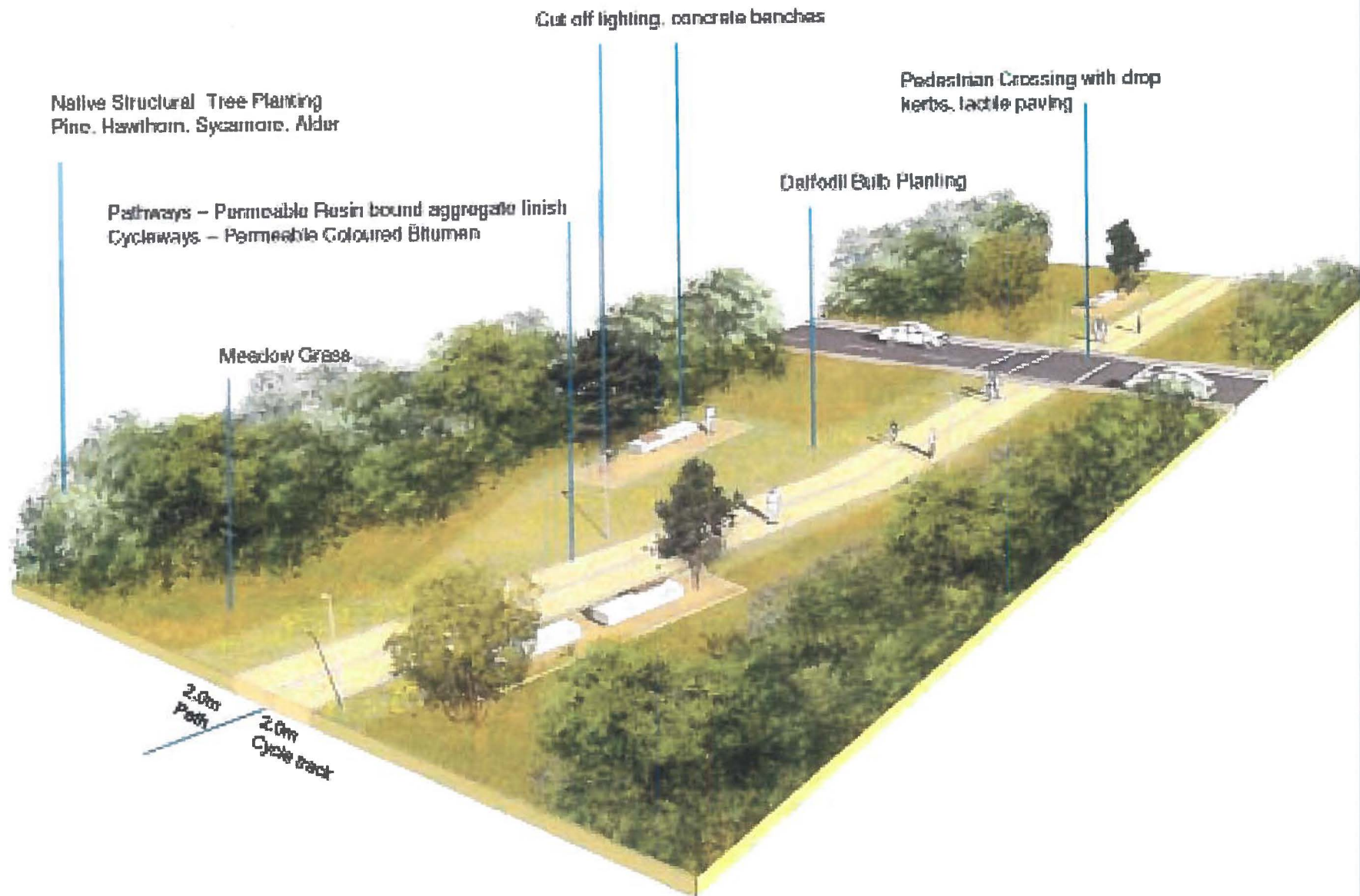
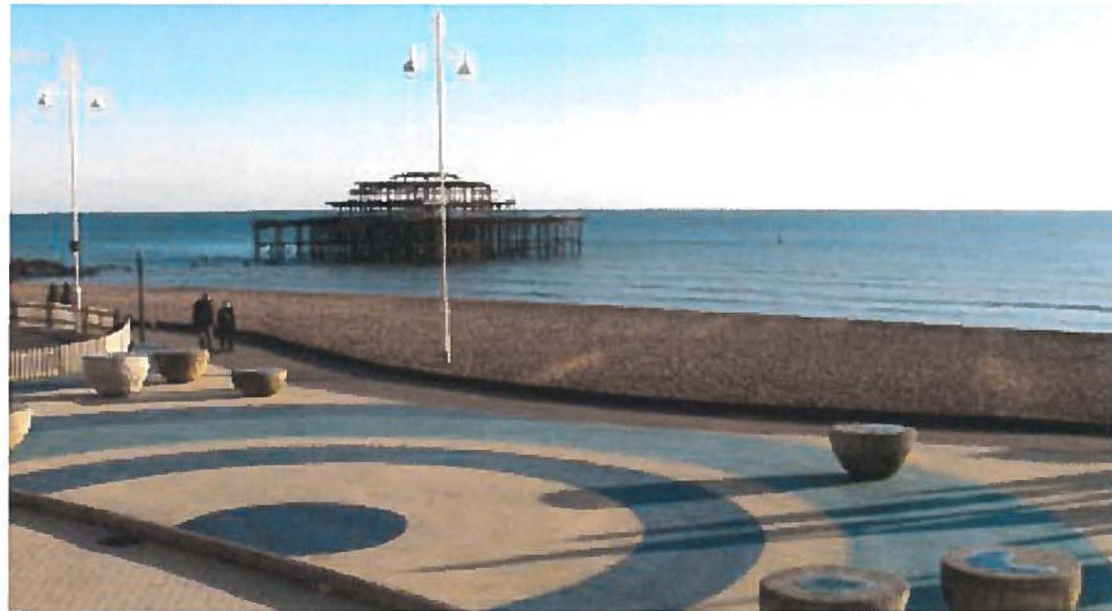


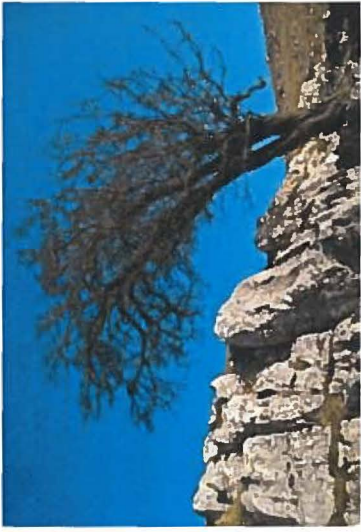
Fig 3: Indicative Public Realm Plan – Linear Park



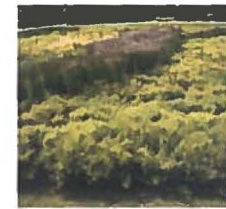


*Bilingual Directional Signage*

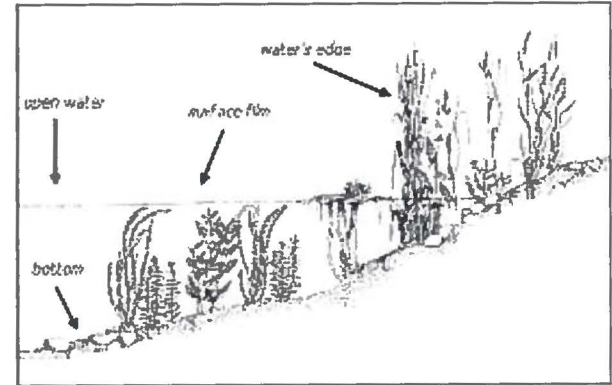
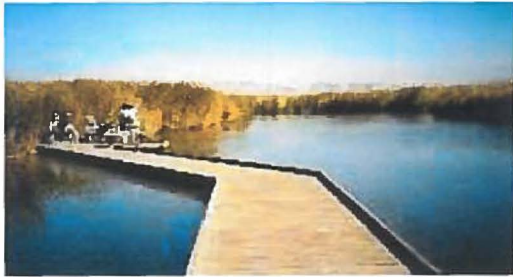




**Galway Harbour Extension EIS**  
*Indicative Amenity Tree Planting -Public Realm*







Willow, creeping



Arrowgrass, sea



Aster, sea



Bistort, amphibious



Plantain, bucks-horn



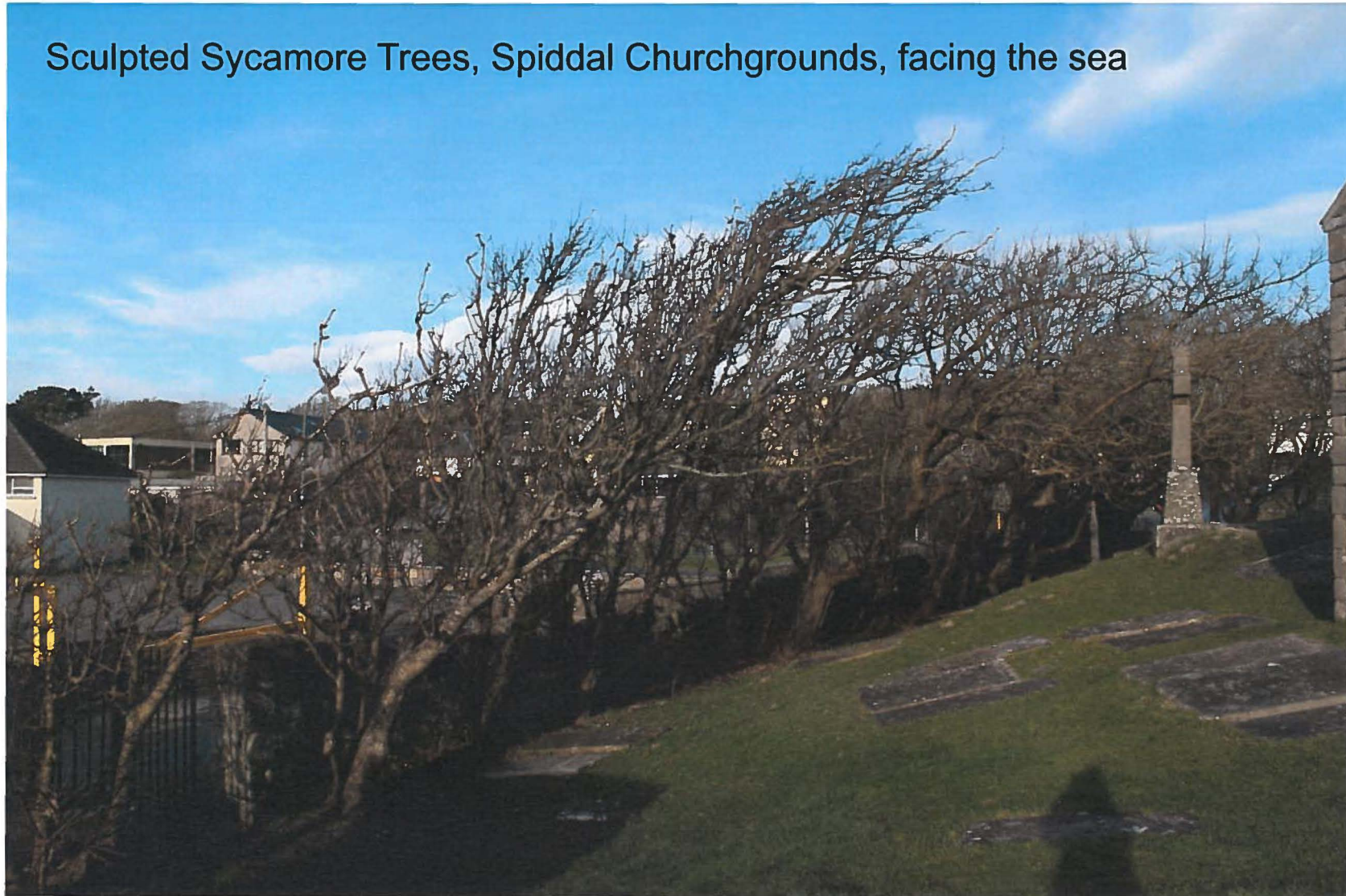
Chamomile, common



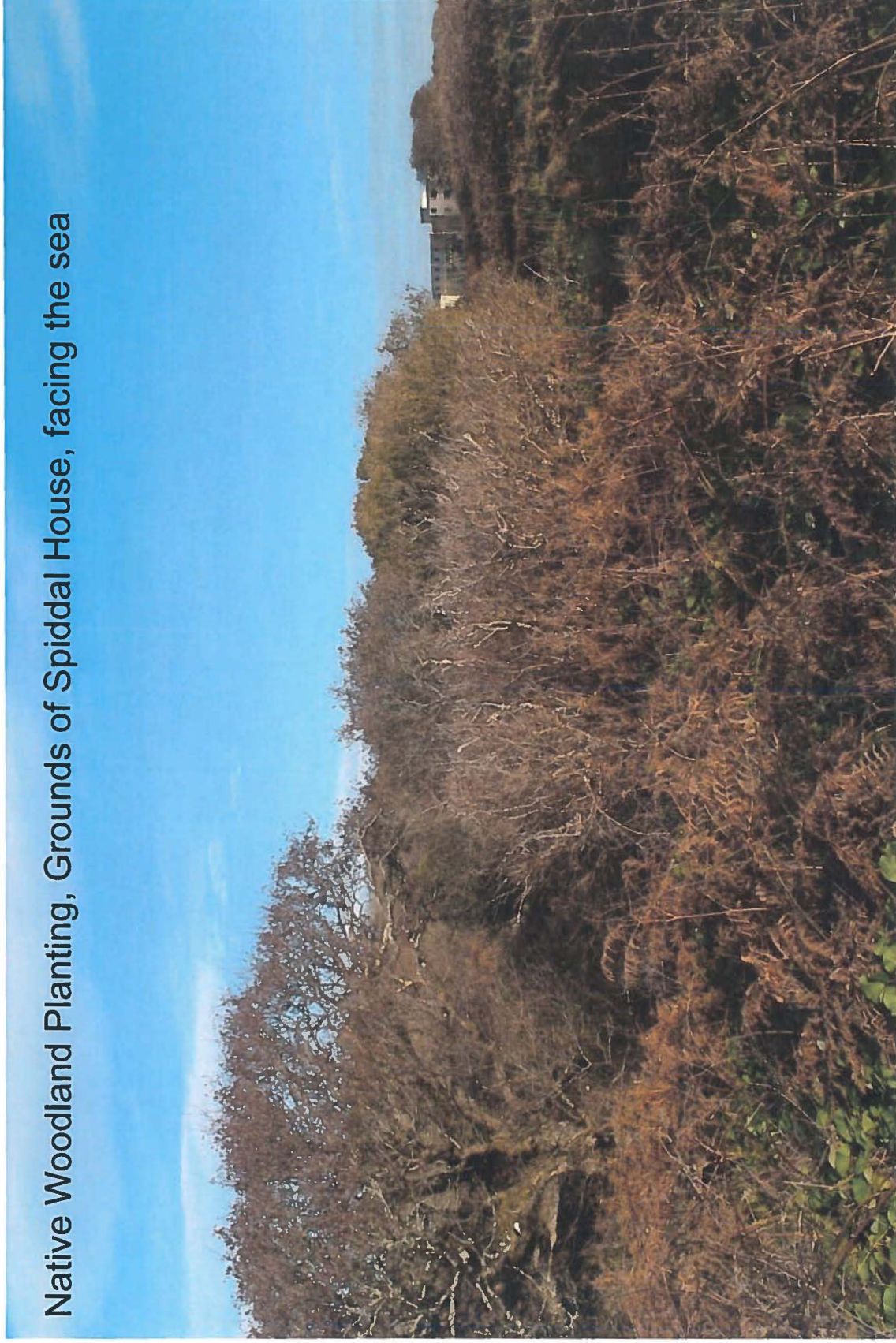
Marsh-orchid, western



Sculpted Sycamore Trees, Spiddal Churchgrounds, facing the sea



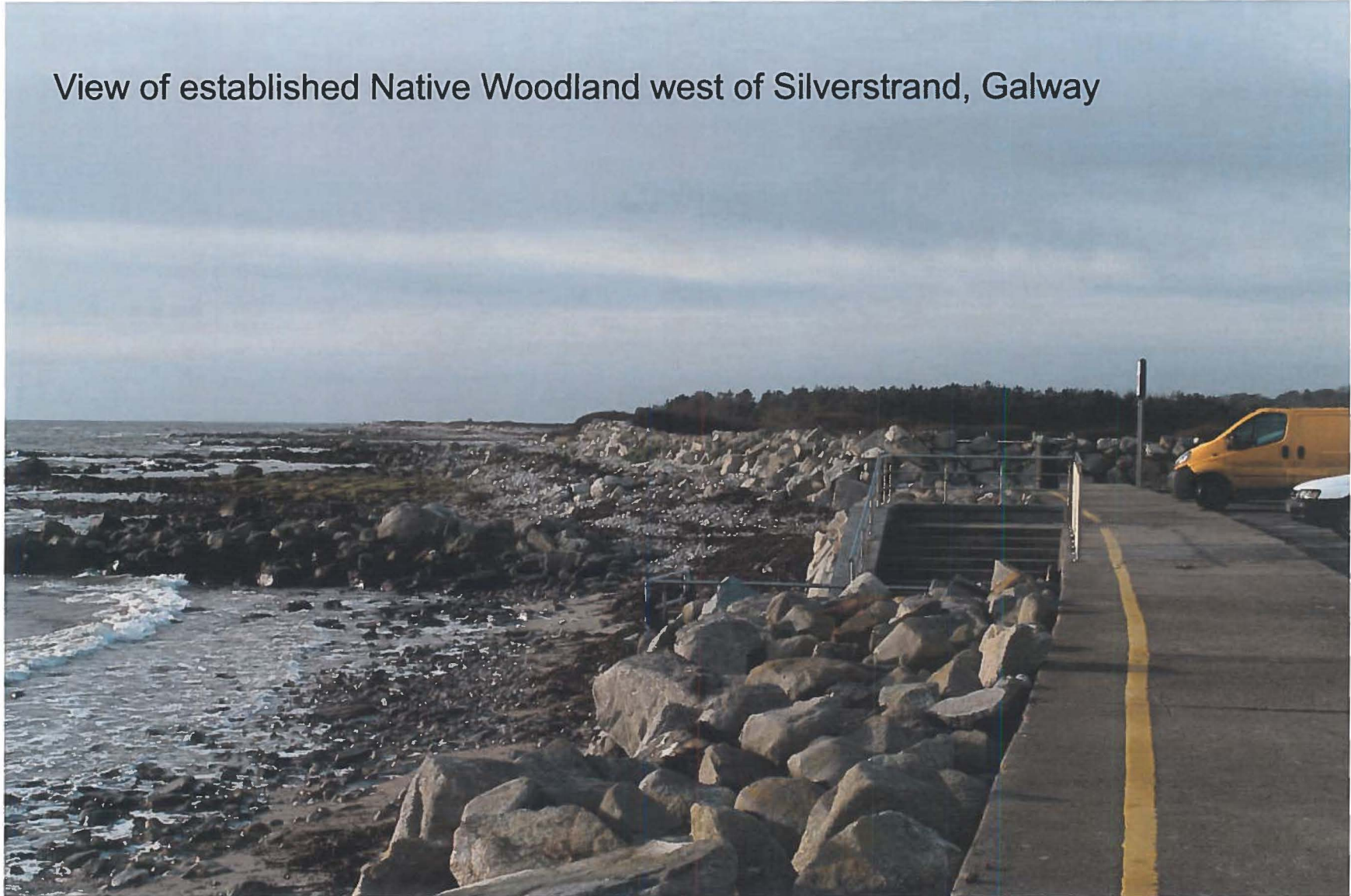
Native Woodland Planting, Grounds of Spiddal House, facing the sea



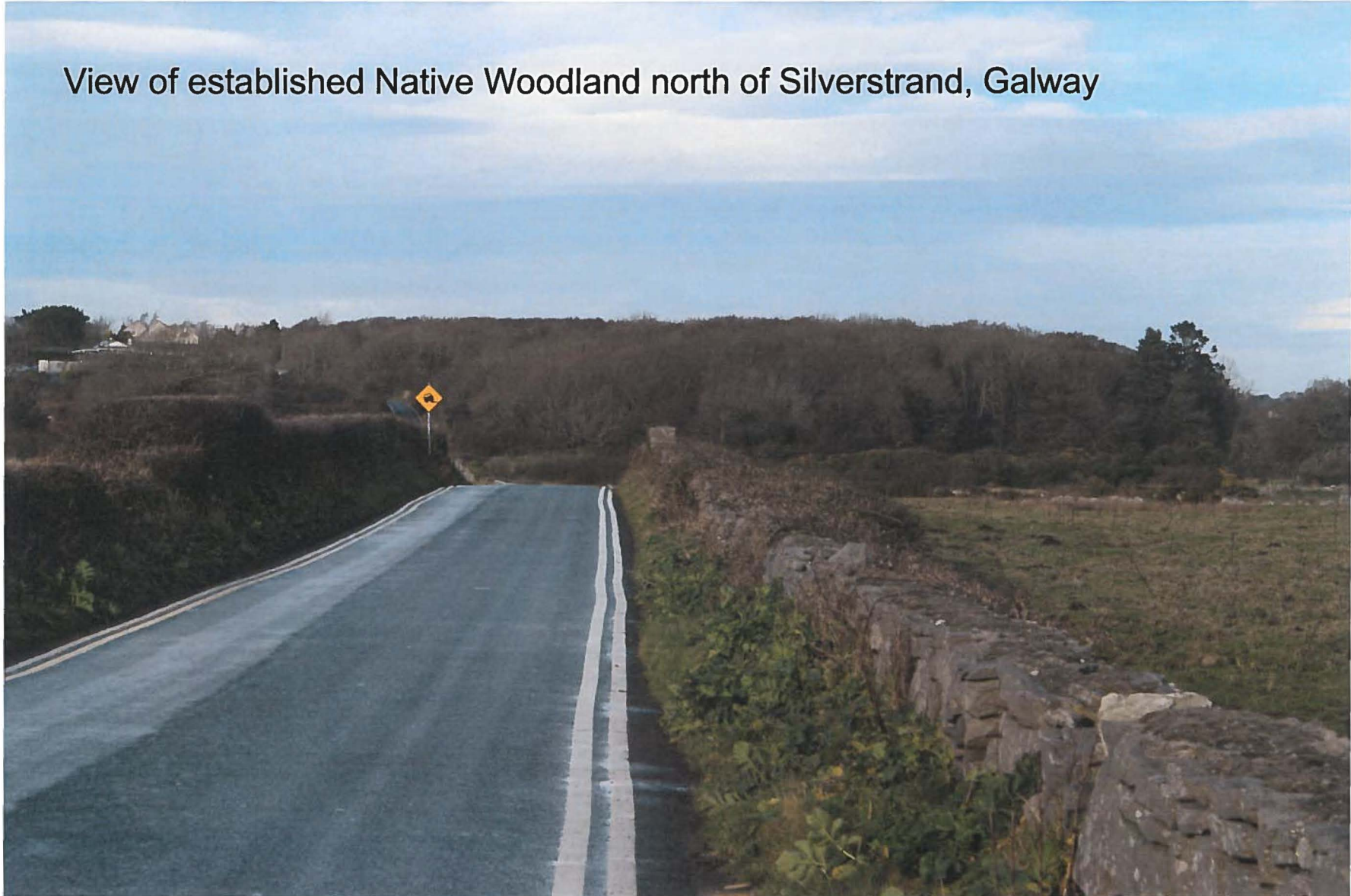


View of established Native Woodland  
Planting from main road  
Grounds of Spiddal House

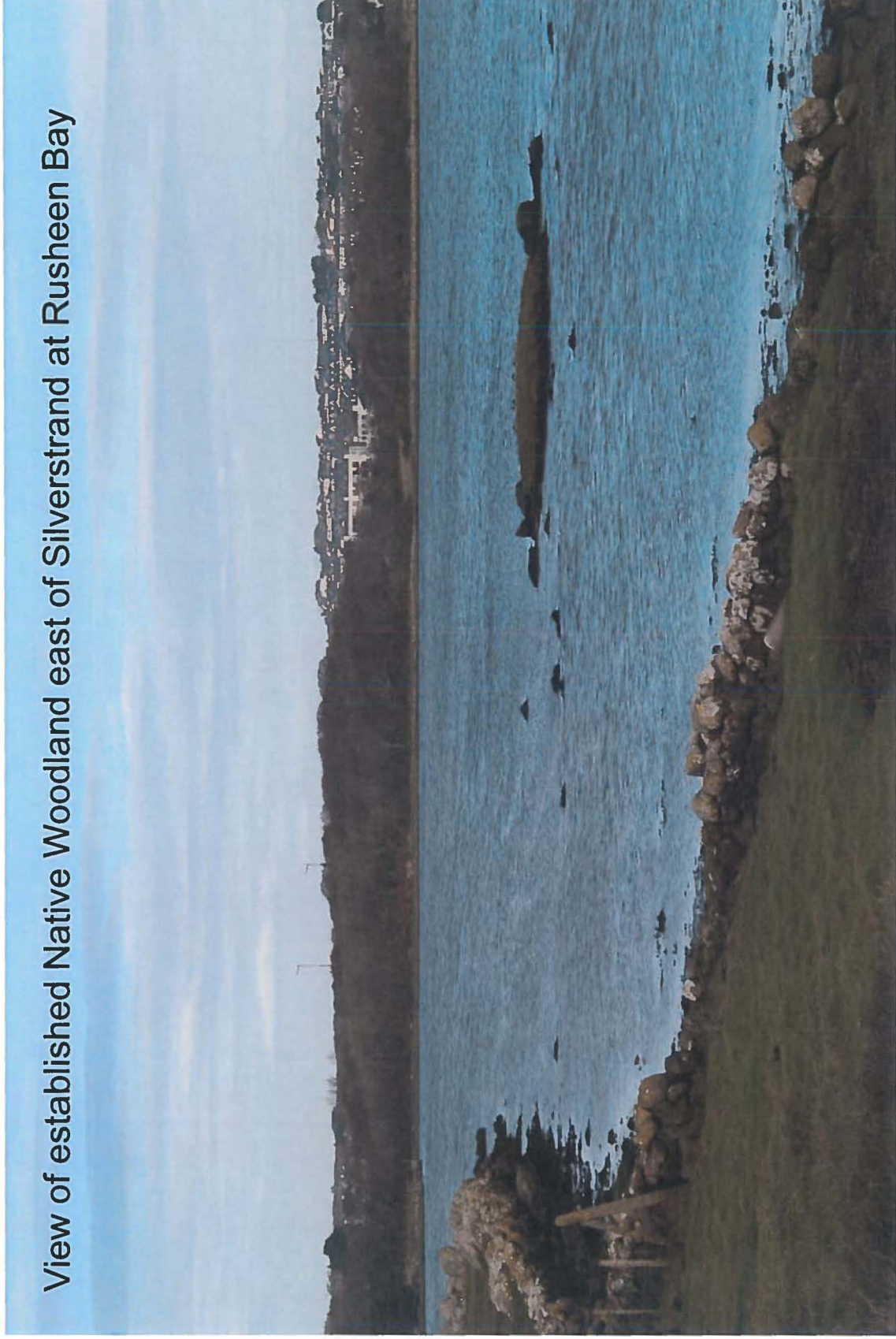
View of established Native Woodland west of Silverstrand, Galway



View of established Native Woodland north of Silverstrand, Galway



View of established Native Woodland east of Silverstrand at Rusheen Bay



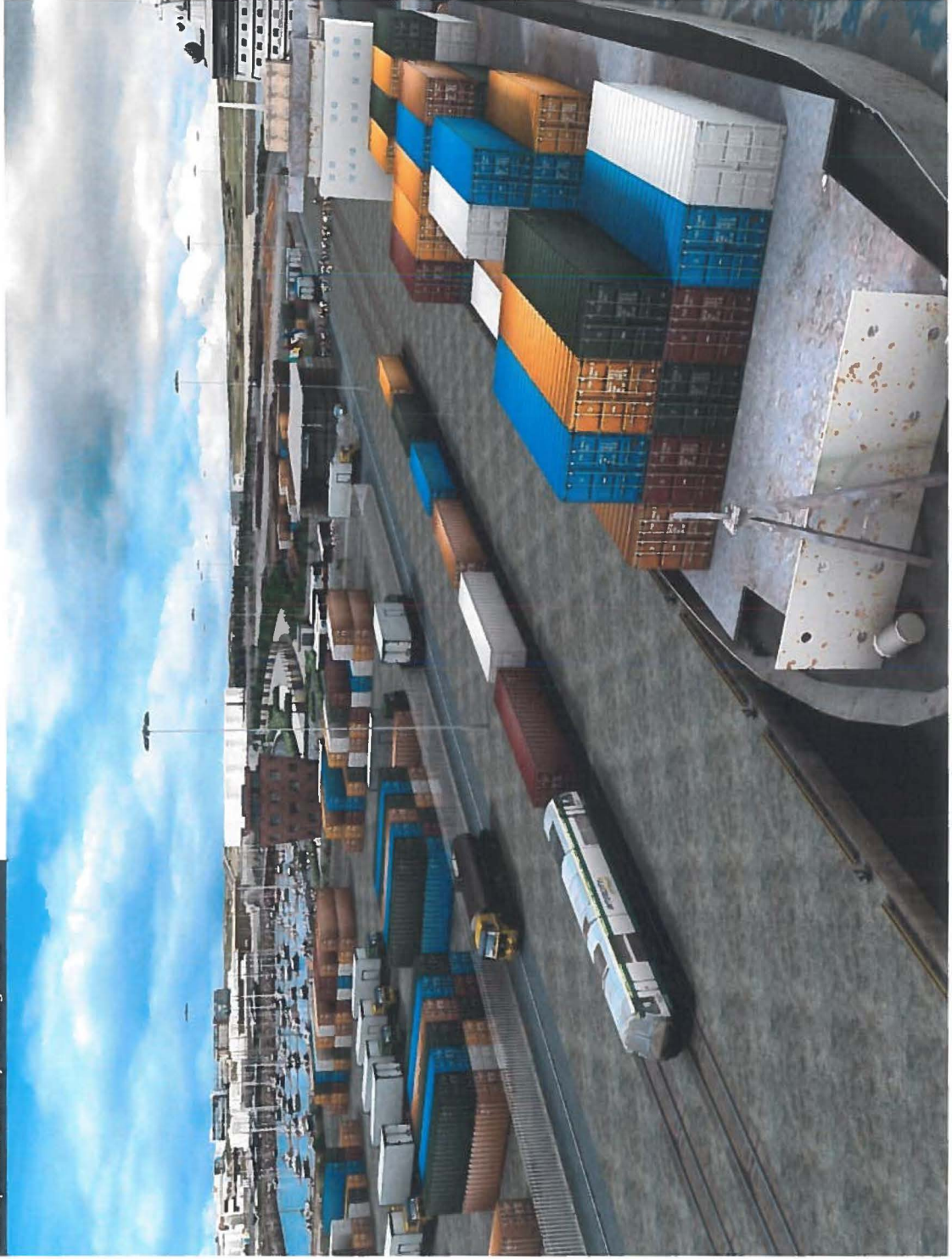
Model View 1

Ground level view North Eastwards of passengers alighting from Cruise Ship



Elevated view Northward over rail freight cargo  
Back up lands with city in background

Model View 2



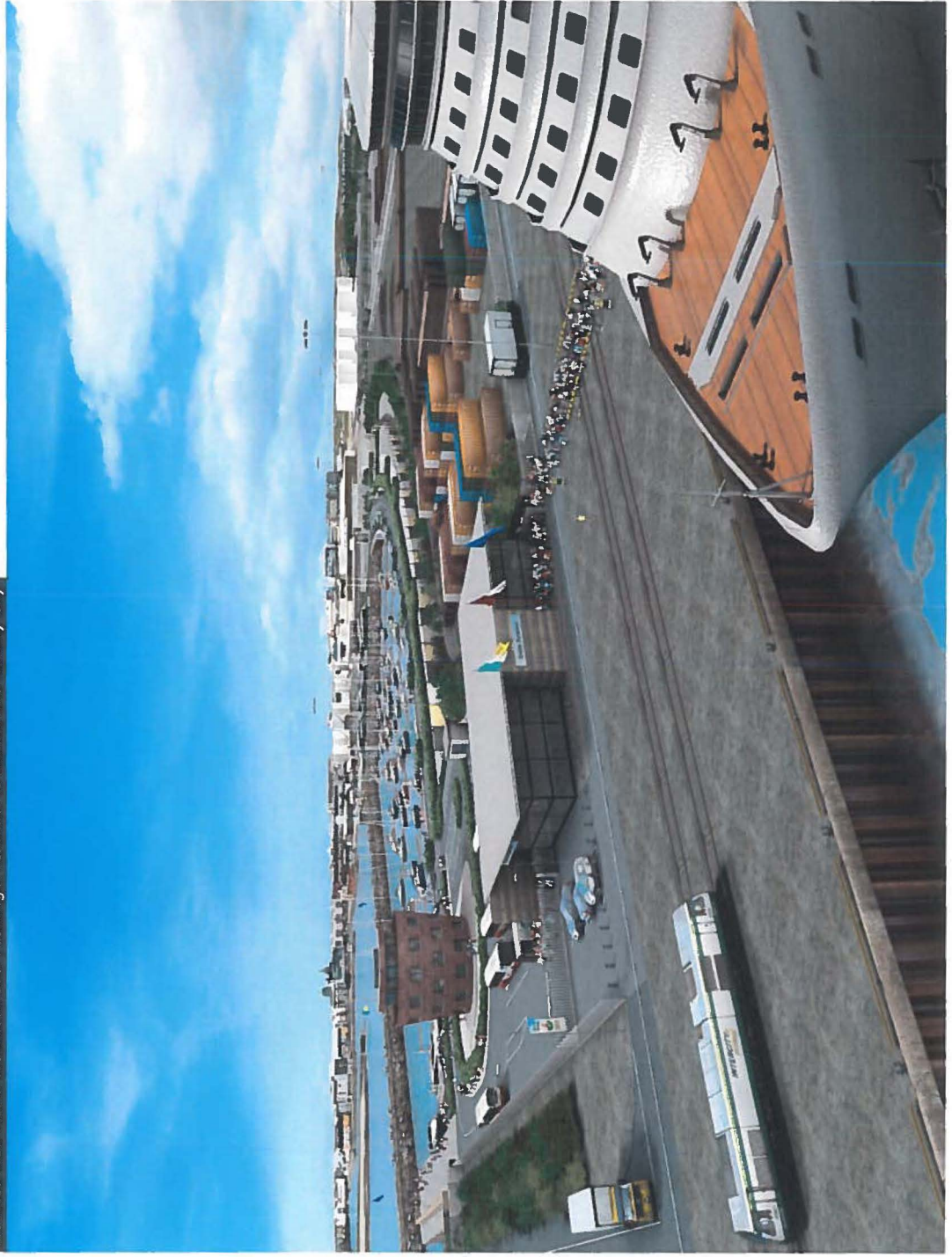
Model View 3

Ground Level View coming from Passenger Terminal towards Marina by Harbour Office



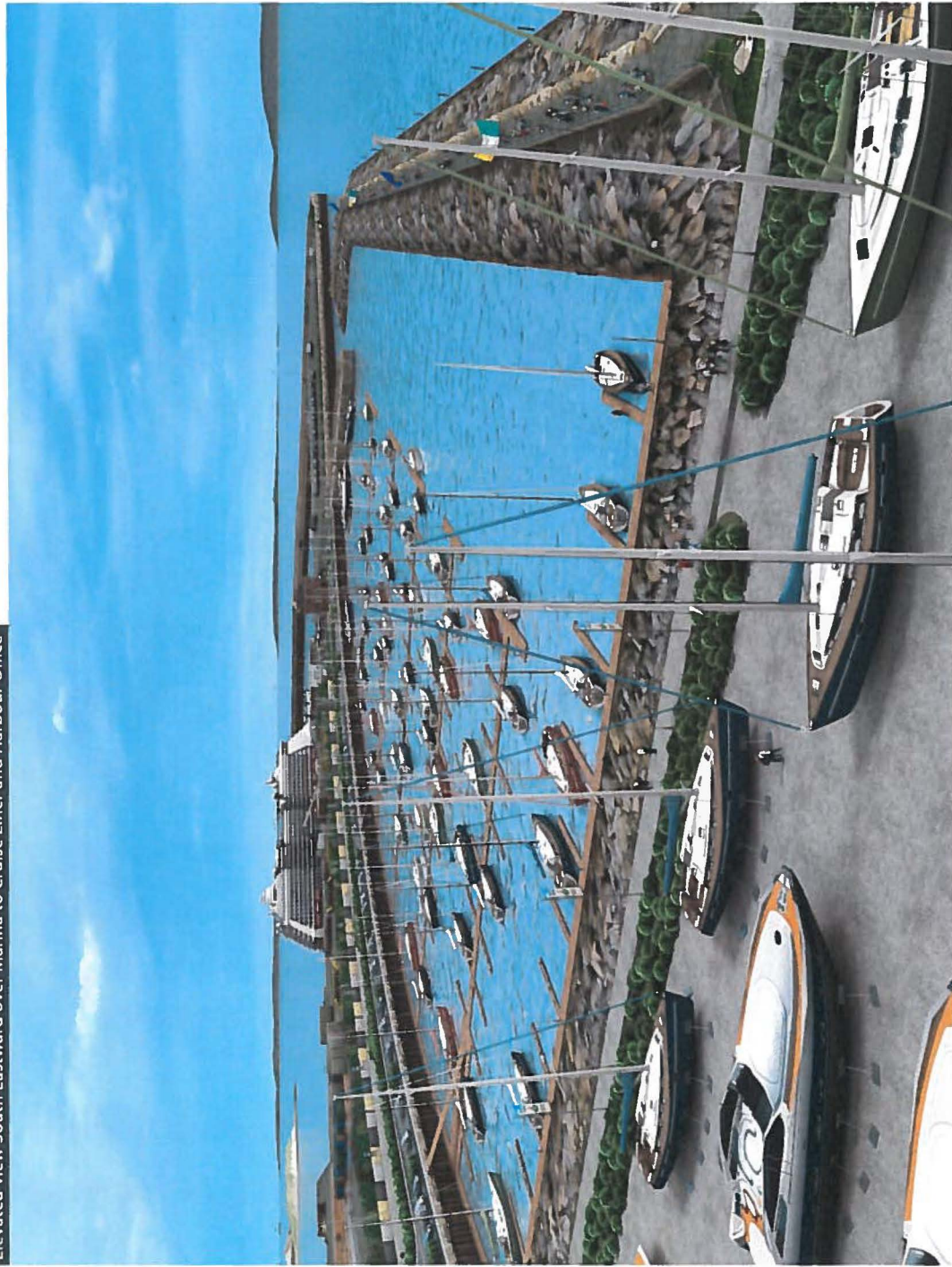
Model View 4

Elevated view North Westward over Passenger Terminal to Marina and Galway City



Model View 5

Elevated view South Eastward over Marina to Cruise Liner and Harbour Office



Model View 6

Ground Level view of Parkland  
Link from Marina to Nautical Centre

