Galway Harbour Company

Galway Harbour Extension

Response to An Bord Pleanála Sept. 2024

EIS Addendum Chapter 12

Landscape & Visual

An Bord Pleanála (Ref: 61.PA 0033)

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12. Landscape and Visual

12.1. Introduction and Report Format

This Document is an Addendum to Chapter 12 of the Environmental Impact Statement ("EIS") submitted in 2014 for the proposed Galway Harbour Extension ("GHE"), hereafter referred to as the 'Proposed Development' in this Addendum. Chapter 12 of the 2014 EIS included a Landscape and Visual Impact Assessment ("LVIA") of the Proposed Development. The LVIA in Chapter 12 of the 2014 EIS is hereafter referred to as the '2014 LVIA' in this Addendum. This Addendum comprises the following three sections:

- An overview of the LVIA conducted and a summary of the findings and conclusion reported in the 2014 LVIA;
- A review and report of any relevant changes or updates that have occurred in the period between 2014 and 2024:
    - Changes to relevant Guidance and best practice methods for the conduct of an LVIA;
    - Changes in local planning policy and relevant landscape and visual designations;
    - Changes to the baseline receiving environment in terms of landscape evolution and changes to scenic amenity, including a site survey and new data to address any changes to impact assessment tools such as the 16 photomontage visualisations that were used for the 2014 LVIA.
- An analysis of the findings included in the 2014 LVIA compared with any changes or updates which are identified in the previous section.
- An update and analysis of cumulative landscape and visual effects considering the changes in the status and context of other existing, permitted and proposed developments since 2014.

This Addendum was written by Jack Workman. Jack has extensive experience conducting LVIA for numerous large scale strategic infrastructure developments including renewable energy, transport, housing, extraction and flood relief schemes. Jack is chartered as a Technician Member of the British Landscape Institute ("TMLI") and he is the Landscape & Visual Project Director at MKO. He is an Environmental Scientist and Landscape and Visual Impact Assessment specialist. Jack's primary role at MKO is producing the Landscape and Visual chapter of EIA reports for large infrastructure developments. Jack holds an MSc. in Coastal and Marine Environments and a BSc. in Psychology. He is a member of the Landscape Research Group, as well as holding a membership with the Chartered Institute of Water and Environmental Management.

12.2. Summary of the 2014 LVIA (Chapter 12 Landscape and Visual – 2014 EIS)

This section of the Addendum provides an overview of the LVIA conducted and a summary of the findings and conclusion reported in the 2014 LVIA.

12.2.1. 2014 LVIA – Introduction and Documents included

The written impact assessment elements of the 2014 LVIA are included in Chapter 12. Chapter 12 was informed by a series of other documents including mapping, photomontage visualisations and detail drawings which are included in Volume 1D part 3 of the 2014 EIS. These include the following figures, drawings, and visualisations:

- 06 0110 Visual Envelope and Refined Study – *Mapping Figure*

- 07 0110 Visibility Map - *Mapping Figure*
- 08 0110 Landscape Character Areas - *Mapping Figure*
- Figures 1-7 Landscape Master Plan and detail drawings – *Landscape Planning Drawings*
- LS12090 1-5 Lighting details - *Landscape Planning Drawings*
- Plate 0 – Photomontage Viewpoint Locations – *Mapping Figure*
- Plate 1-16 – Daytime photomontages – *Visualisations*
- Plate 17-20 – Nighttime photomontages – *Visualisations*

12.2.2. 2014 LVIA – Methodology & Guidance

Section 12.2 of the 2014 LVIA provides an overview of the guidance used in the conduct of the LVIA and the technical terminology used throughout the Chapter. Sections 12.3 and 12.4 of the 2014 LVIA detail the methodology used to conduct the LVIA. The assessment methodology was derived from the following guidelines:

- *"Environmental Protection Agency (EPA): Guidelines on the Information to be contained in Environmental Impact Statements (March 2002), and Advice Notes on Current Practise: in the preparation of Environmental Impact Statements (2003).*
- *Department of Environment, Heritage and Local Government (DoEHLG)'s, Landscape and Landscape Assessment: Consultation Draft of Guidelines for Planning Authorities (2000) and Appendices to Landscape Guidelines*
- *National Roads Authority (NRA): Environmental Impact Assessment for National Road Schemes – A Practical Guide contained in: Environmental Assessment and Construction Guidelines (2006).*
- *Landscape Institute and Institute of Environmental Assessment (LI/IEA): Guidelines for Landscape and Visual Impact Assessment 2nd Ed. (2002)"*

All terminology used to describe the scale, degree and the duration from the impacts was taken from information in the above guidelines.

Standard best practice methods and LVIA tools such were used to conduct the assessment such as mapping, site visits and photomontage visualisations. Photomontage visualisations were produced in line with the guidance for LVIA, namely the GLVIA 2002 guidelines and included 16 daytime photomontage and 4 Nighttime photomontages.

12.2.3. 2014 LVIA – Overview of Landscape and Visual Baseline and key sensitive receptors

Section 12.6 of the 2014 LVIA establishes the receiving environment and characteristics of the wider landscape setting surrounding the Proposed Development. Section 12.7 of the 2014 LVIA sets out the local planning context and designations as per the Galway City Development Plan ("GCDP") 2011-2017, identifying 6 protected views in the study area.

Section 12.8 identifies and defines 6 distinct landscape character areas within the wider landscape setting of the Proposed Development. These landscape character areas were derived from appraisals of unique characteristics of the differing areas -using criteria such as landcover, landform, landscape value and sensitivity.

Section 12.9 of the 2014 LVIA sets out the study area for the assessment refined from the visual envelope of the Proposed Development as illustrated in Map 06 of the EIS. This section identifies key sensitive visual receptors and views, it also describes the nature of visibility of the Proposed

Development from such views as determined from site visits and computer modelling (equivalent of zone of theoretical visibility mapping).

Section 12.10 describes the characteristics of the development which will give rise to landscape and visual effects, considering both the infrastructure components of the Proposed Development and the operational components.

12.2.4. 2014 LVIA – Summary of the Landscape and Visual Impact Assessment and conclusions

Predicted Landscape impacts on the landscape character areas under assessment are included in Table 12.11.2.

A general visual impact description is provided in Section 12.12, describing the visual impacts from differing areas where the Proposed Development will be visible from. Table 12.14.1 describes and determines the Predicted visual impact from specific sensitive receptors. These visual impact assessments were informed by the 16 photomontage visualisations.

Section 12.15 addresses Nighttime Visual Impacts which have been informed by the 3 nighttime photomontages. Section 12.16 addresses Landscape and visual impacts during the construction Phase.

Section 12.17 details relevant mitigation measures in terms of design, landscaping, use of colour and lighting with the landscaping proposals detailed in Section 12.18. Section 12.19 details the residual impacts of the proposed development after landscape mitigation has attained 10-15 years of growth which are set out in Table 12.9.1 and Table 12.9.2.

Section 12. describes 'Worst Case' Impacts which could potentially arise in a scenario where proposed mitigation planting would not grow and mature. Section 12.21 addresses the potential effects arising should there be disruptions or incompletion to the phased completion of the Proposed Development.

The following text is cited from the conclusion of the 2014 LVIA:

> *"The proposal is located in an open land and seascape of a maritime and industrial nature. Six distinct landscape character areas were identified within the study area of which the proposed development will have a permanent, slightly negative impact on three areas: the Harbour industrial maritime landscape, the Urban settlement landscape and the undulating coastal and island landscape and a permanent moderate to significant negative impact on one area, the urban waterfront landscape. The open nature of the environment makes the site visible from viewpoints around the site in particular its western and eastern environs. The main visual impact will be caused by the linear horizontal reclamation and particular elements such as ships, cargo and crane.*
>
> *The day time impacts vary from neutral up to moderately to significantly negative and night time impacts from neutral to slightly negative within the study area. Views form particular receptors (South Park, Long Walk area, Mellows Park and Renmore/Murrough) will be impacted in a moderate to significant or moderately negative way.*
>
> *The nature of the proposed development provides limited scope for visual mitigation. Mitigation measures such as the implementation of screening planting, light spill reduction and colour recommendations are proposed. For particular receptors such as the South Park, River estuary area, Mellows Park and Renmore/Murrough the impact will be reduced but will remain moderate or slightly negative. For a limited number of visual receptors the mitigation*

measures will result in a reduction of impact from slightly negative to neutral. In terms of landscape, the mitigation measures reduce the impact in the urban waterfront landscape from moderately to significantly negative, to moderately negative.

In summary, the range of mitigated visual and landscape character impacts vary from neutral to moderately negative. Consequently, all of the changes to the views as impacted by the proposal, can be absorbed and will not be detrimental or jeopardize the experience or enjoyment of the impacted landscape or views. It is felt that the existing landscape and visual resources in the study area has the capacity to accommodate a project of the nature and scale proposed."

Section 12.4 of this Addendum addresses the extent to which any of these conclusions may be altered following changes which have occurred since 2014 which are reported below in Section 12.3.

12.3. Change and Updates in the Period between 2014 and 2024.

12.3.1. Changes to Guidance and Best Practice Methods for LVIA

The following guidance documents have been widely adopted as the general best practice guidance for LVIA since the 2014 LVIA.

- Guidelines for Landscape and Visual Impact Assessment, 3rd ed. (The Landscape Institute and Institute of Environmental Management and Assessment, UK, 2013) – hereafter referred to as 'GLVIA3 (LI & IEMA, 2013)'.
- Visual Representation of Development Proposals: Landscape Institute Technical Guidance Note 06/19 (Landscape Institute, 2019) – hereafter referred to as 'TGN 06/19 (LI, 2019)'.

Also, The Department of Arts, Heritage and the Gaeltacht published a National Landscape Strategy for Ireland in 2015. The strategy aims to ensure compliance with the 2002 European Landscape Convention.

12.3.2. Changes to Local Planning Policy: Landscape and Visual Designations

This Section considers changes in the local planning policy context since 2014, specifically the adoption of the Galway City Development Plan ("GCDP") 2023-2029.

Two Figures are presented below showing the Galway City Zoning Map from both the 2011-2017 GCDP (used for the 2014 LVIA) and the GCDP 2023-2029. Both maps include the land use zoning in Galway City and also the location and extent of designated protected views.

Both zoning maps include the area where visibility of the Proposed Development is likely to occur as determined by the Visibility Map included in the 2014 LVIA - Figure 07 0110 In Volume 1D.

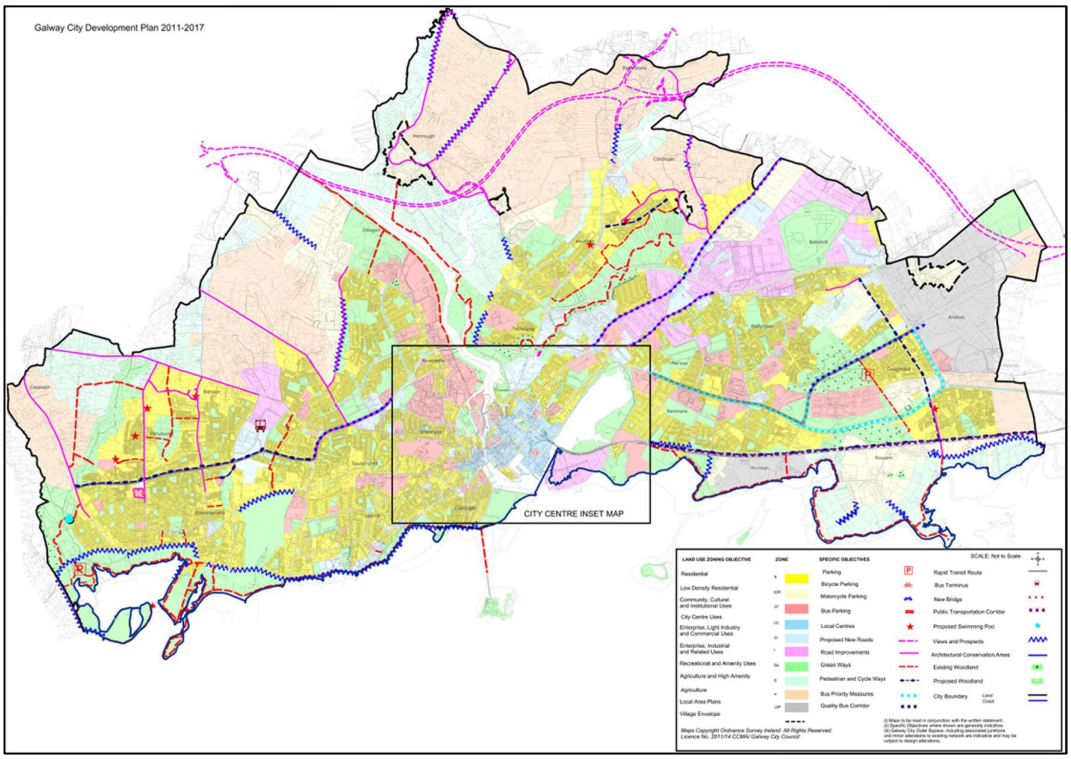

Figure 12-1 Galway City Development Plan Zoning Map 2011 – 2017 extracted from the Galway City Development Plan.

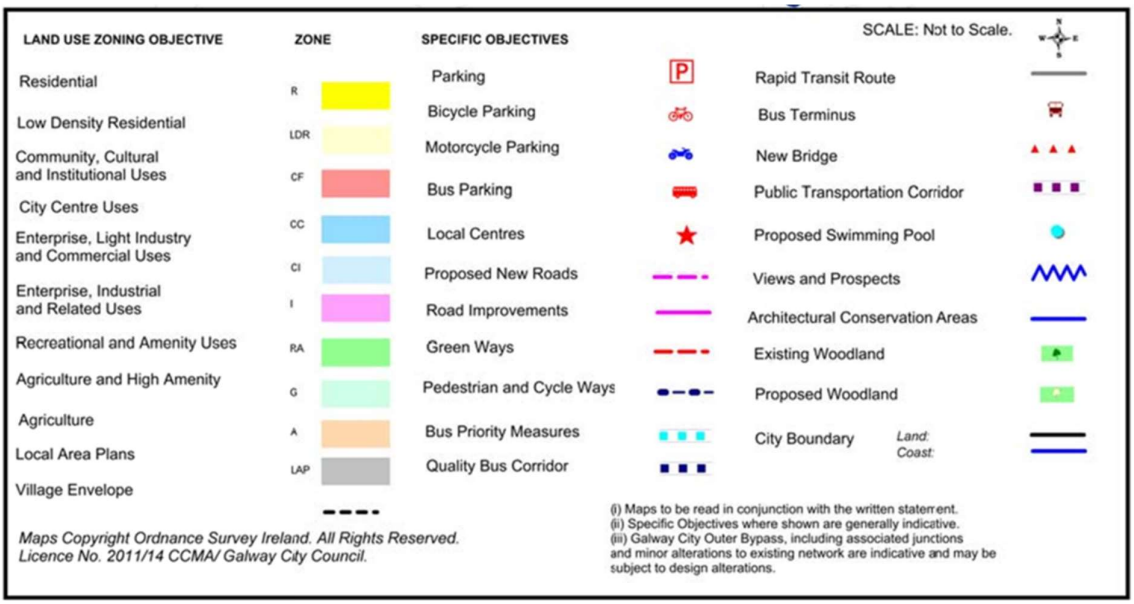

Figure 12-2 Clear view of the legend provided in Figure 12-1 above extracted from the Galway City Development Plan Zoning Map 2011 – 2017.

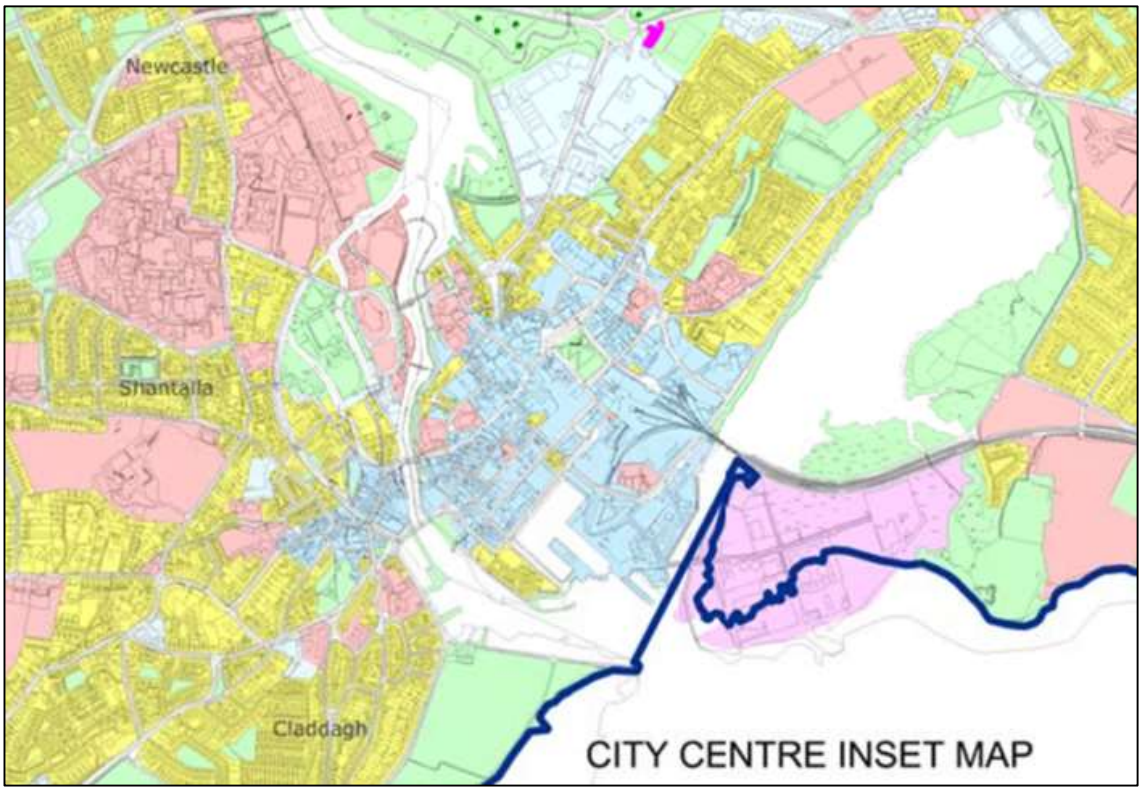

Figure 12-3 Galway City Development Plan Zoning Map 2011 – 2017 with a closer view and extracted from the Galway City Development Plan.

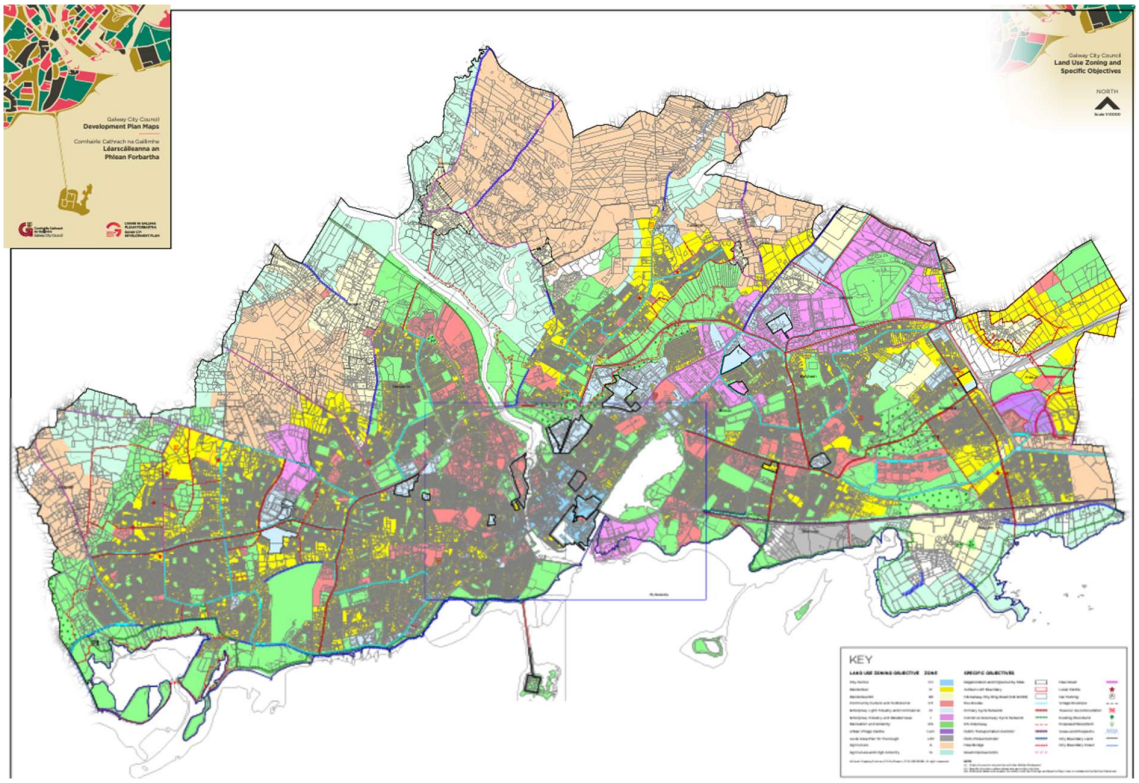

Figure 12-4 Galway City Development Plan Zoning Map 2023 – 2029 extracted from the Galway City Development Plan.

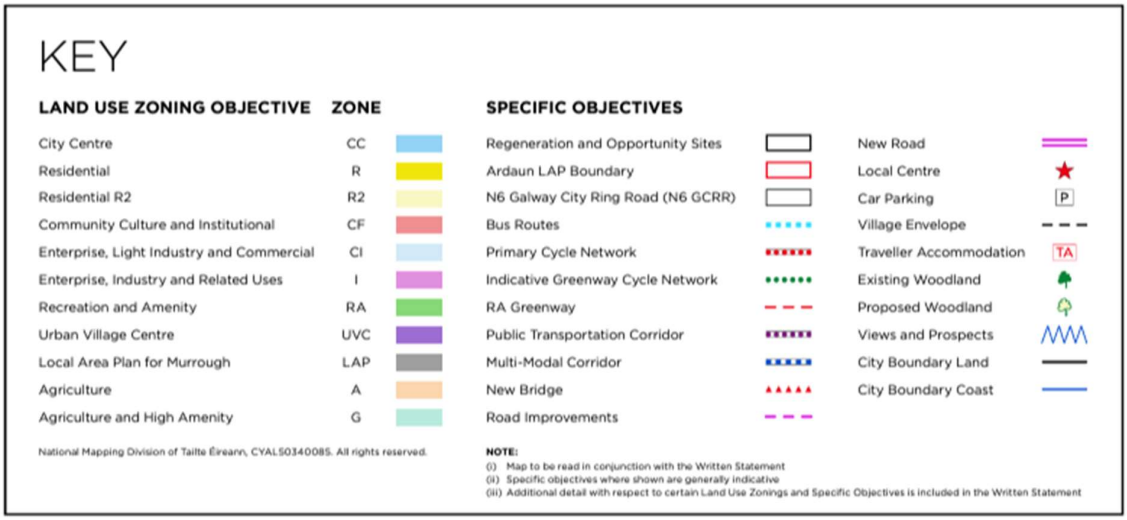

Figure 12-5 Clear view of the legend provided in Figure 12-4 above extracted from the Galway City Development Plan Zoning Map 2023 – 2029.

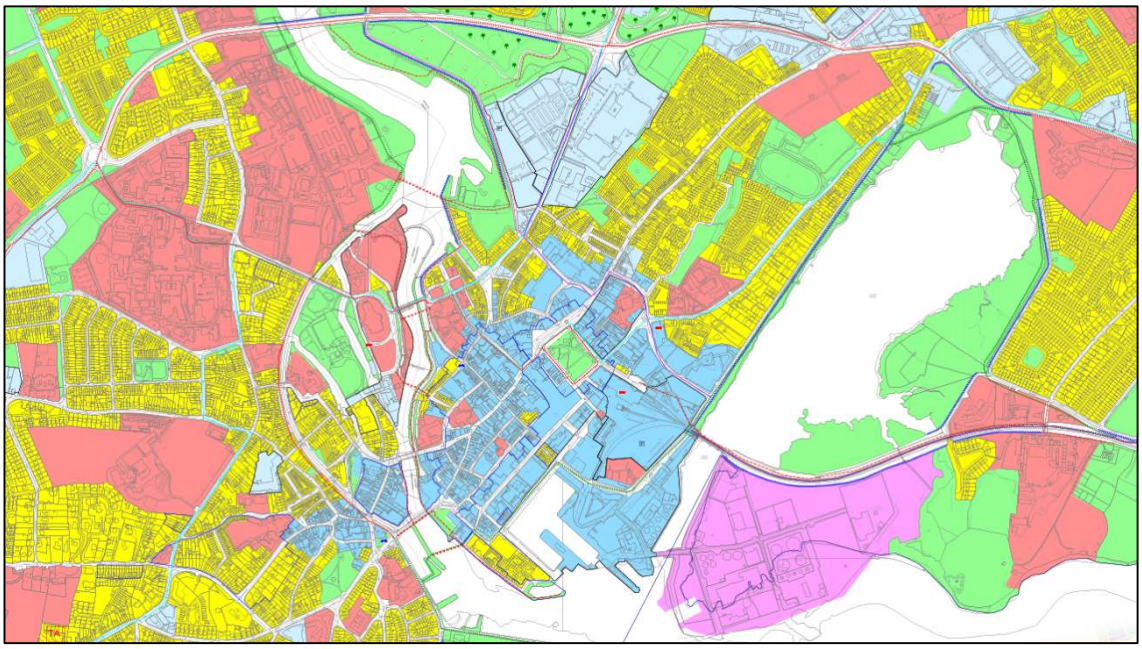

Figure 12-6 Galway City Development Plan Zoning Map 2023 – 2029 with a closer view extracted from the Galway City Development Plan.

Analysis and review of the zoning maps determined that the zoning of the site and local environs has not changed since the 2011-2017 development plan, therefore the plans envisioned for the future landscape and townscape of Galway city have not changed. The area where the Proposed Development is located and will be extending towards is currently zoned as 'Enterprise, Industry and Related Uses (I)'. Page 285 of the GCDP states:

> *"Development on this site will be limited to activities relating to Galway Port expansion and industries which must be located adjacent to the harbour for a viable existence, provided however, that the processes involved are environmentally acceptable and do not interfere with the residential amenity of nearby housing developments. Such activities can include for enterprises associated with the sustainable energy sector supporting the supply chain activities of the offshore renewable energy sector, including green hydrogen and appropriate low emission industries. Any development shall not impact on lands which have been identified as at flood risk and a site-specific flood risk assessment will be required as part of any development."*

Policy 4.7 in the GCDP 2023-2029 also states:

> *"Supports proposals for development and extension of port facilities and extension of the rail line to the port, which are of strategic importance to the city and the northern and western regions"*

On both zoning maps included above (Figure 12-1 and Figure 12-4), the Designated Scenic Routes and Views within Galway City are symbolised by a blue staggered line which are also shown in Figure 12-2 and Figure 12-5 above. Analysis of both figures have determined that the location of relevant designated scenic routes and views potentially impacted by the Proposed Development have not changed through the adoption of the current development plan since the 2014 LVIA.

Figure 12-7 below provides a map illustrating of Galway City's Designated Scenic Routes and Views (GCDP 2023-2029) as well as the viewpoint locations within the LVIA Study Area and was used for Photomontages in the 2014 LVIA (See Plates 1-16 in Volume D of the 2014 EIS). As shown by the map, the Designated Scenic Routes and Views that are in the GCDP 2023-2029 are represented by photomontages (viewpoints - VP01, VP11, VP12, VP14 and VP15) where visibility of the Proposed Development is likely to occur. In this regard, it is considered that the photomontages used for the 2014 LVIA adequately represent designated scenic amenity in the current Galway City Development Plan. A survey was conducted in June 2024 to address the extent at which the baseline visual amenity from the photomontage viewpoints have changed since the images were captured for the photomontages used for the 2014 LVIA. The results of this survey are presented and discussed below in the following Section – *Presentation of Updated Survey Data.*

The GCDP 2023-2029 identifies two categories of protected views, 'panoramic' and 'linear'. Panoramic views are described as views *"which allow expansive views over landscape for example Galway Bay and over the cityscape"*. Linear views are described as *"linear views which are views towards a particular landscape, observed from a particular point"*. Protected views are mapped on the Galway City Land Zoning Map A as a wavy blue line (see Figure 12-1 and Figure 12-4 above) and the scenic amenity descriptions for each view are listed in *Table 5.9 of the* GCDP. Three panoramic protected view and three linear views have been identified in the LVIA Study Area and are listed in the table 12.1 below.

Table 12-1 Description of Designated Protected Views.

Protected View Number	Description as per the GCDP
V.1 (Panoramic)	*"Panoramic views of the city and the River Corrib from Circular Road."*
V.4 (Panoramic)	*"Seascape views of Galway Bay from Grattan Road, Seapoint, the Salthill Promenade and the coast road to the western boundary of the golf course."*
V.9 (Panoramic)	*"Views towards the sea at Roscam."*
V.15 (Linear)	*"Views towards Galway Bay from Hawthorn Drive, Renmore."*
V.14 (Linear)	*"Views northwards encompassing the River Corrib and adjoining lands from Quincentenary Bridge."*
V.17 (Linear)	*"Seascape views from Military Walk, Renmore."*

The descriptions and numbering of views shown in the table above relate to the numbering of protected views in the GCDP. The protected views are identified by a blue line in Figure 12-7 below. The map below shows the photomontage viewpoints from the 2014 EIS are and the numbering labelled on the map relates to the numbering of viewpoint, not the number of the designated protected view.

Figure 12-7 Map including the Plate Locations (Photomontage Viewpoint) used for the 2014 LVIA and the Designated Scenic Routes and Views in the GCDP 2023-2029

12.3.3. Presentation of Updated Survey Data

A new survey was completed in September 2024. All photomontage viewpoint locations (plates 1-16 in Volume D) were visited by an LVIA specialist where an analysis of the landscape was conducted. New photos were captured from very similar locations to inform the discussion in this addendum. The photos were captured from a tripod using a wide angle 24mm lens to mirror and capture similar field of view as shown in the photomontage imagery used for the 2014 EIS. Stitched panoramic imagery was required for Plate 3 as the field of view was wider than shown by the 24 mm lens.

The photos are used to support verification of changes observed during the survey, this includes changes to the landscape and visual amenity that has occurred since 2014. This section presents the baseline photos included in the 2014 EIS followed by the new baseline photos captured in September 2014. A brief analysis is included after the new photos (2024) to determine the extent at which the baseline visual amenity has changed in the intervening period, and, therefore to what extent (if any) this will alter the visual impact determined as a result of the photomontages included in the 2014 LVIA.

Site visits identified a small degree of change in the landscape and views from several viewpoints (VP1; VP09; VP10; VP11; VP12 and VP13) due to development since 2014. In these instances, the photomontage visualisation is reproduced after the baseline views and any changes to the predicted visual impact arising as a result of the Proposed Development is discussed.

VIEWPOINT 01: CIRCULAR ROAD LETTERAGH

Plate 12-1 Viewpoint 01 from the 2014 LVIA – Existing Baseline View

Plate 12-2 Viewpoint 01 Captured within the New Photographic Survey Data of 2024

A key change within the view is the addition of a high rise development called Bonham Quay which is located in the dock area of Galway Harbour. Bonham Quay is visible to the left of the cathedral spire seen in this view and alters the distant skyline of Galway from this location. The photomontage from this viewpoint (Plate 01 2014 EIS) is reproduced below, it shows the Proposed Development to the right of the cathedral from this vantage point. There will therefore be a minor cumulative visual impact of the Proposed Development when viewed in combination with the Bonham Quay Development (part

of the current baseline view) from this viewpoint. Considering the distance, nature of the views, and minor degree of change since 2014, this change will not alter the outcome of the landscape and visual impact assessment included in the 2014 LVIA.

Plate 12-3 Viewpoint 01 from the 2014 LVIA – Proposed View

VIEWPOINT 02: SEAPOINT, SALTHILL

Plate 12-4 Viewpoint 02 from the 2014 LVIA – Existing View

Plate 12-5 Viewpoint 02 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 03: MUTTON ISLAND CAUSEWAY

Plate 12-6 Viewpoint 03 from the 2014 LVIA – Existing Baseline View.

Plate 12-7 Viewpoint 03 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that some minor change is evident. The Bonham Quay development is visible to the far left of the image beyond buildings visible at the end of the Long Walk. The photomontage from this viewpoint (Plate 03 2014 EIS) is reproduced below, it shows the Proposed Development to the right of Long Walk and Bonham Quay Building from this vantage point. There will therefore be a minor cumulative visual impact of the Proposed Development when viewed in combination with the Bonham Quay Development (part of the current baseline view) from this viewpoint. Another change includes the removal of oil storage infrastructure seen as tall white structures to the left of the view. Considering the distance, nature of the views, and minor degree of change since 2014, this change will not alter the outcome of the landscape and visual impact assessment included in the 2014 LVIA.

Plate 12-8 Viewpoint 03 from the 2014 LVIA – Proposed View (Stage 4)

VIEWPOINT 04: SOUTH PARK, CLADDAGH

Plate 12-9 Viewpoint 04 from the 2014 LVIA – Existing Baseline View.

Plate 12-10 Viewpoint 04 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that very little identifiable change is evident within the view including some minor vegetation removal in the distant landscape and some slight coastal geomorphology. There is no change in the landscape and view of any magnitude which would alter the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 05: GRATTAN ROAD CLADDAGH

Plate 12-11 Viewpoint 05 from the 2014 LVIA – Existing Baseline View.

Plate 12-12 Viewpoint 05 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view (excepting the growth of a tree and bush) therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 06: NIMMOS PIER

Plate 12-13 Viewpoint 06 from the 2014 LVIA – Existing Baseline View.

Plate 12-14 Viewpoint 06 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 07: CLADDAGH BASIN

Plate 12-15 Viewpoint 07 from the 2014 LVIA – Existing Baseline View.

Plate 12-16 Viewpoint 07 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 08: THE LONG WALK

Plate 12-17 Viewpoint 08 from the 2014 LVIA – Existing Baseline View.

Plate 12-18 Viewpoint 08 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 09: THE ROOF OF HYNES CAR PARK, DOCK ROAD

Plate 12-19 Viewpoint 09 from the 2014 LVIA – Existing Baseline View.

Plate 12-20 Viewpoint 09 Captured within the New Photographic Survey Data of 2024.

A key change that is evident from this rooftop carpark is that fencing has been put up around the southern end of the car park, making it difficult to match 2014 LVIA photomontage although views of the Proposed Development will still be evident from this perspective. There have been no changes to the buildings that can be seen in the original 2014 image although the construction of the Bonham Quay building has been built to the left of both of the above images and would be the only key change in the area around this area of Galway docks. The 2024 Site Survey determined that no clear identifiable change is evident within the view beyond the fence and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

Plate 12-21 Viewpoint 09 from the 2014 LVIA – Proposed View.

VIEWPOINT 10: DOCK ROAD

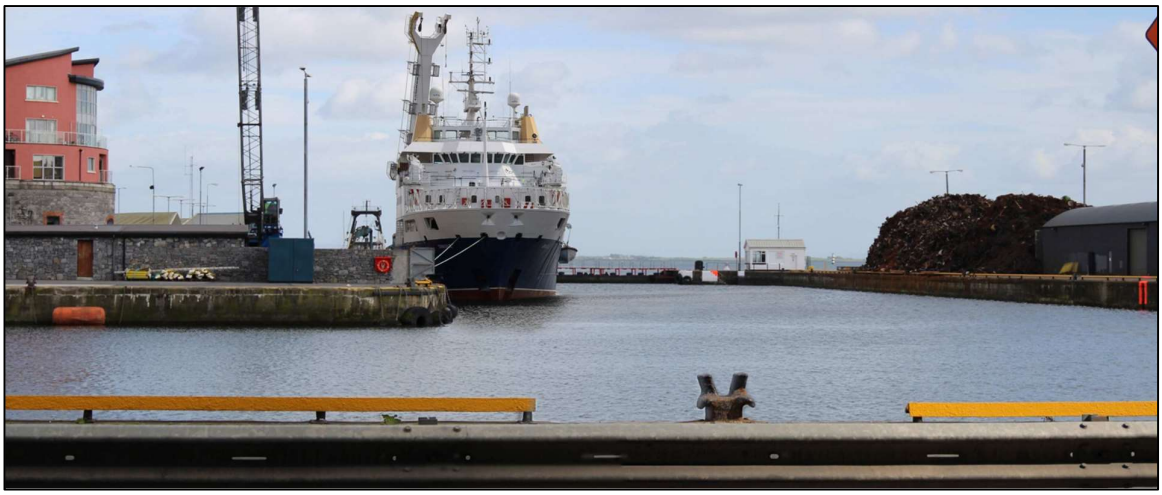

Plate 12-22 Viewpoint 10 from the 2014 LVIA – Existing Baseline View.

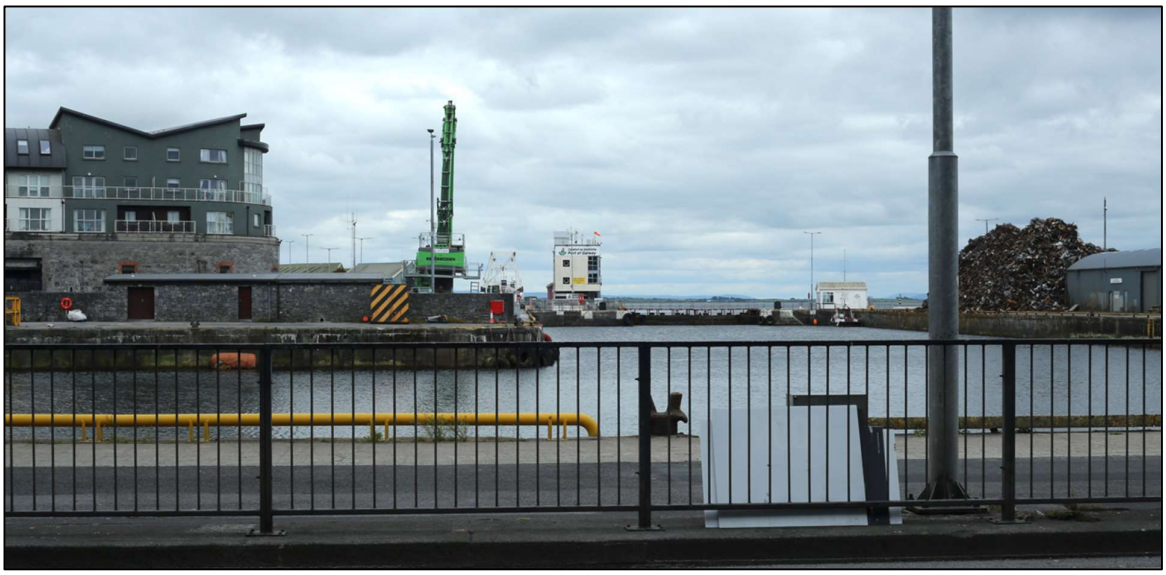

Plate 12-23 Viewpoint 10 Captured within the New Photographic Survey Data of 2024.

Change within the baseline image includes a new roadside railing, as well as a large vessel which is viewed in the image used for the 2014 LVIA which blocks the port of Galway building in the 2024 image. Although not seen within this image, there has been a change as the construction of Bonham Quay building occurred and is a large structure in this area of Galway docks. The 2024 Site Survey determined that no clear identifiable change is evident within the view and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 11: LOUGH ATALIA RAILWAY BRIDGE

Plate 12-24 Viewpoint 11 from the 2014 LVIA – Existing Baseline View.

Plate 12-25 Viewpoint 11 Captured within the New Photographic Survey Data of 2024.

There are some changes to this viewpoint. The road under the bridge was lowered in 2015 for Health and Safety purposes, as well as to accommodate the transport of large turbine blades from Galway port. Consequently, the signage above the bridge provides new clearance metric, 4.16 metres of clearance shown in 2014, and 5.41 metres shown in 2024. There is a change in the background of the

image where the shed of the Donnelly's coal bagging plant has been removed beyond the Texaco sign in the background of the view. The new survey data shows this shed has been removed and there are views towards the Burren beyond Galway Bay.

The proposed view from the 2014 LVIA is shown below. This photomontage was produced with the intention of showing the visual impact of road alignment works which have been completed since 2014. This photomontage is not actually directed to the Proposed Harbour Extension Infrastructure. Therefore, the removal of the shed belonging to the coal yard, which is a visible change in the baseline view will not cause any negative landscape and visual effects and have no bearing on the outcome of the landscape and visual impact assessments in the 2014 LVIA.

Plate 12-26 Viewpoint 11 from the 2014 LVIA – Proposed View.

VIEWPOINT 12: RAILWAY LINE, RENMORE

Plate 12-27 Viewpoint 12 from the 2014 LVIA – Existing Baseline View.

No image was recaptured from the railway line (same location as Viewpoint 12) due to access constraints. However, site survey investigated this area and imagery was captured from Viewpoint 13 which is located in very close proximity to Viewpoint 12 (approx. 150m to the East) which is shown below in Plate 12-30. The 2024 site investigation and imagery from viewpoint 12 determined some change has occurred. The Proposed View from the 2014 LVIA is shown below and shows permitted landscaping along the eastern perimeter of the Bus Éireann Depot.

Plate 12-28 Viewpoint 12 from the 2014 LVIA – Proposed View.

The 2024 site investigation determined that the permitted landscaping modelled in the photomontage is currently present, however, it is not yet matured to the extent as shown in the photomontage shown above, but it is present and does partially screen the Bus Éireann Depot from viewpoint 12, but not to the extent shown in the photomontage. Some other changes to lands to the south of the Bus Eireann Depot building are listed in discussion of nearby Viewpoint 13 (reported below on the following page) and are partially relevant to changes in this view. Analysis of this view and the effects on receptors on the Railway Line as reported in the 2014 LVIA is reported in Section 12.4.3.2. of this addendum.

VIEWPOINT 13: MELLOWS PARK, RENMORE

Plate 12-29 Viewpoint 13 from the 2014 LVIA – Existing Baseline View.

Plate 12-30 Viewpoint 13 Captured within the New Photographic Survey Data of 2024.

The images above and the site survey determined that the scenic amenity in the direction of the Proposed Development from this viewpoint has changed since 2014. The changes are listed below:

- The line of vegetation in the foreground has been removed;
- A new treeline has been planted and partially matured along the eastern perimeter of the Bus Éireann Depot, as seen in the right of the image captured in 2024;
- The site to the west and south-west of the Bus Eireann Depot has undergone development since the 2014 LVIA and images were captured for the photomontages. This includes removal of a large embankment or mound visible and two temporary sheds, for storage for the sea scouts, which are now visible. To the left of the depot building and are in the direction of the Proposed Development.

The addition of new built infrastructure in this view is an extension of development into the seascape view but is very much aligned with the existing pattern of development seen in this area. The Proposed View with Landscaping from the 2014 LVIA is reproduced below.

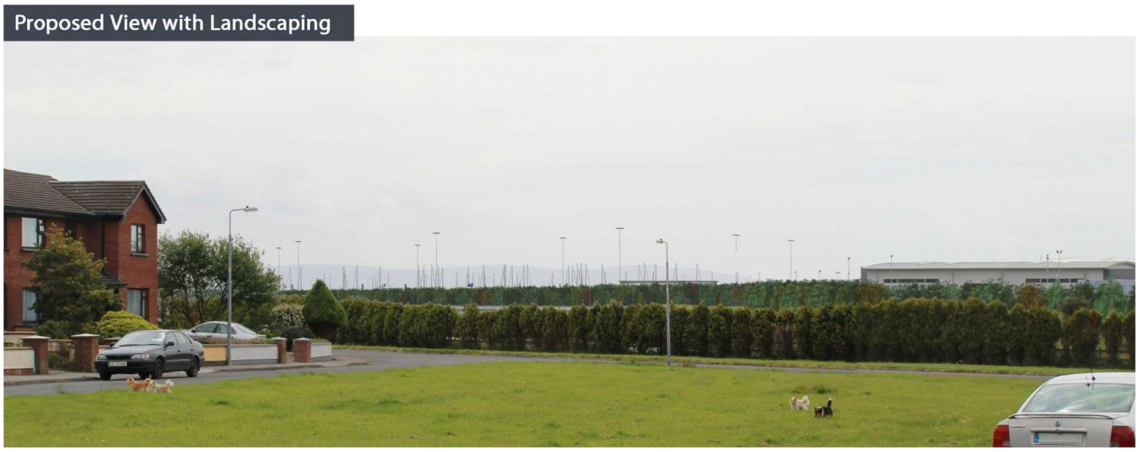

Plate 12-31 Viewpoint 13 from the 2014 LVIA – Proposed View.

A shown in the photomontage above, the proposed landscaping will visually screen the view of the changes which have occurred to the baseline view since 2014. Analysis of this view and the effects on receptors on residential receptors in this are as reported in the 2014 LVIA is reported in Section 12.4.3.2. of this addendum.

VIEWPOINT 14: HAWTHORN DRIVE, RENMORE

Plate 12-32 Viewpoint 14 from the 2014 LVIA – Existing Baseline View.

Plate 12-33 Viewpoint 14 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that some minor change is evident within the view due to the extension of the sports grounds and floodlighting to the west. This will add infrastructure to the foreground of the view but will not obscure views of the Proposed Development from this location. This very minor change in scenic amenity will not change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 15: BALLYLOUGHAN RD, BALLYLOUGHAN

Plate 12-34 Viewpoint 15 from the 2014 LVIA – Existing Baseline View.

Plate 12-35 Viewpoint 15 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view (excepting slight coastal geomorphology) and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

VIEWPOINT 16: ROSCAM

Plate 12-36 Viewpoint 16 from the 2014 LVIA – Existing Baseline View.

Plate 12-37 Viewpoint 16 Captured within the New Photographic Survey Data of 2024.

The 2024 Site Survey determined that no clear identifiable change is evident within the view (excepting slight coastal geomorphology) and therefore there is no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

12.3.4. Changes to the Receiving Environment (landscape and Visual)

This section describes the landscape, seascape and townscape evolution which has occurred in the study area since 2014. The site surveys determined that whilst there has been change in various areas of Galway City and the Coastline located within the visual envelope of the Proposed Development since 2014, only changes in close proximity to the Proposed Development are of a scale which are likely to have any bearing on the impact assessments on landscape, townscape and seascape character reported in the 2014 LVIA.

Historic and current Google Earth satellite imagery was used to view change around the Galway harbour and docks area from a time period between 2012 to 2024. These are presented in Figure 12-8 and Figure 12-9 below. In general, a small degree of change has occurred since the 2014 LVIA.

Site surveys and the satellite imagery identified several key changes in the character of this area which include the recent development of Bonham Quay in Galway Docks, and also new land use of the harbour as a facility conducting operations supporting renewable energy.

The Bonham Quay building is located at the beginning of the Dock Road where it intersects with Queen Street. This is a tall commercial office building which is a prominent development in the Galway harbour area and is also a new feature to the Galway City Skyline as seen from elevated vantage points throughout the city.

The figures below show several areas to the east of the docks where land use change has occurred. This predominantly includes the removal of infrastructure such as the Mór Oil office and the coal yard and bagging plant either side of the existing Texaco garage, as well as removal of several large storage infrastructure to the south-west of the Lough Atalia channel. Another noticeable change is the operational use of the harbour to facilitate the import and storage of infrastructure such as large wind turbine components.

Section 12.4.3.1 includes an analysis of how the changes in character arising from the elements described above may have potentially altered the likely landscape and visual impact of the Proposed Development as reported in the 2014 LVIA.

Figure 12-8 Google Earth Satellite Imagery from the wider Galway Harbour Area in 2012.

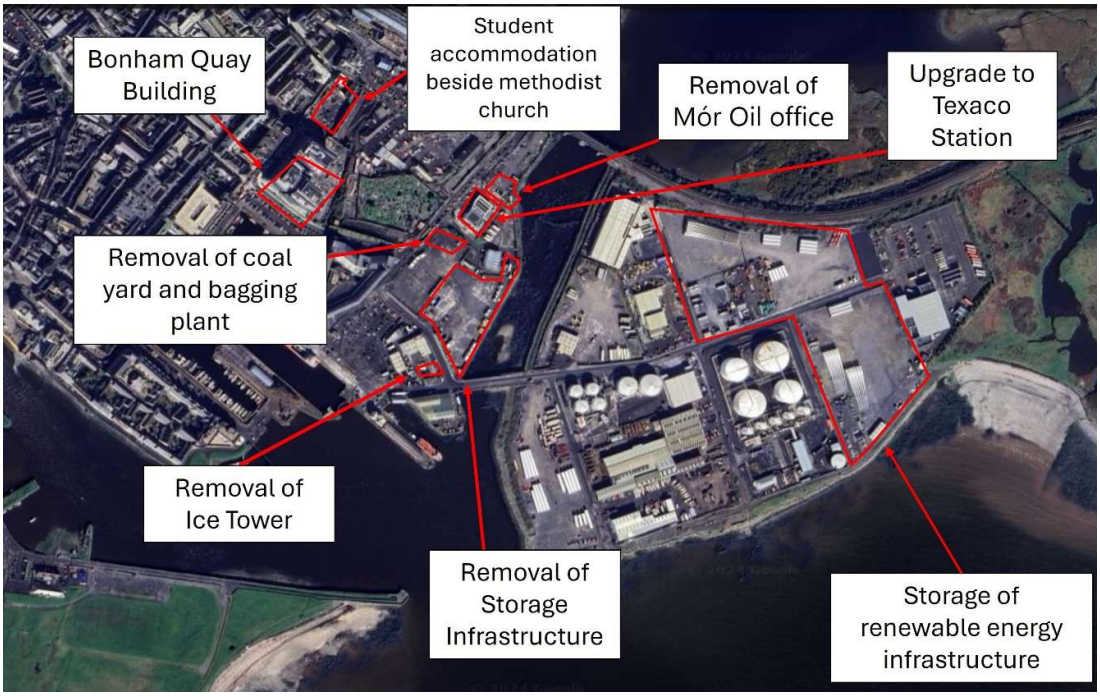

Figure 12-9 Google Earth Satellite Imagery from the wider Galway Harbour Area in 2024.

Most open views of the Proposed Development occur from Galway City looking in a southerly direction towards Galway Bay where the Proposed Development extends south into the bay from the existing Galway Harbour. Renville is a peninsula of relatively rural land extending into Galway Bay from the east, it is located approximately 3.5 km south-east of the most southern extent of the existing Galway

Harbour. Due to its positioning, Renville is commonly seen as a backdrop to the open views of the Proposed Development seen from Galway City, as shown in many of the Viewpoints used as photomontages for the 2014 LVIA. Renville Spit is a natural feature of the landscape seen in the background of views. The spit is exposed and open to hydrodynamic forcing and is consequently undergoing geomorphic change as a result of erosion, particularly following Storm Ophelia in 2017 where a large portion of the spit was washed away. Therefore, the visual amenity in the background of views (comprising the proposed development) has slightly altered from 2014.

12.3.5. Nighttime Photomontages

4 nighttime photomontages were produced for the 2014 LVIA:

- Plate 17 – Grattan Road Claddagh; (similar location to Viewpoint 5 discussed in the previous section)
- Plate 18 - The Long Walk (similar location to Viewpoint 8 discussed in the previous section)
- Plate 19 - Mellows Park Renmore (similar location to Viewpoint 13 discussed in the previous section)
- Plate 20 – Hawthorn Drive Renmore (Similar location to viewpoint 14 discussed in the previous section).

During the site survey, these viewpoint locations were visited. The survey aimed to identify any new light sources within the existing views. No new clear identifiable new light sources were identified for Plate 18 and, therefore, there would be no change to the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontages from this location.

Plate 17 (2014 EIS) is a nighttime photomontage captured from the same location as Viewpoint 8 (discussed previously in Section 12.3.3); it is reproduced below in Figure 12-10.

Figure 12-10 Existing and Proposed View from Plate 17 of the 2014 LVIA

The updated surveys identified new low-level lighting along the walkway along the coastline of south-park at the Claddagh. This slightly alters the baseline light sources from this viewpoint and will have some very minor in combination effects with the Proposed Development considering the very low intensity and low level of these lights. The change arising from these new light sources is low and will not fundamentally alter the outcome of the Landscape and Visual assessments in the 2014 EIS.

Plate 19 is a nighttime photomontage captured from the same location as Viewpoint 13 (discussed previously in Section 12.3.3); it is reproduced below.

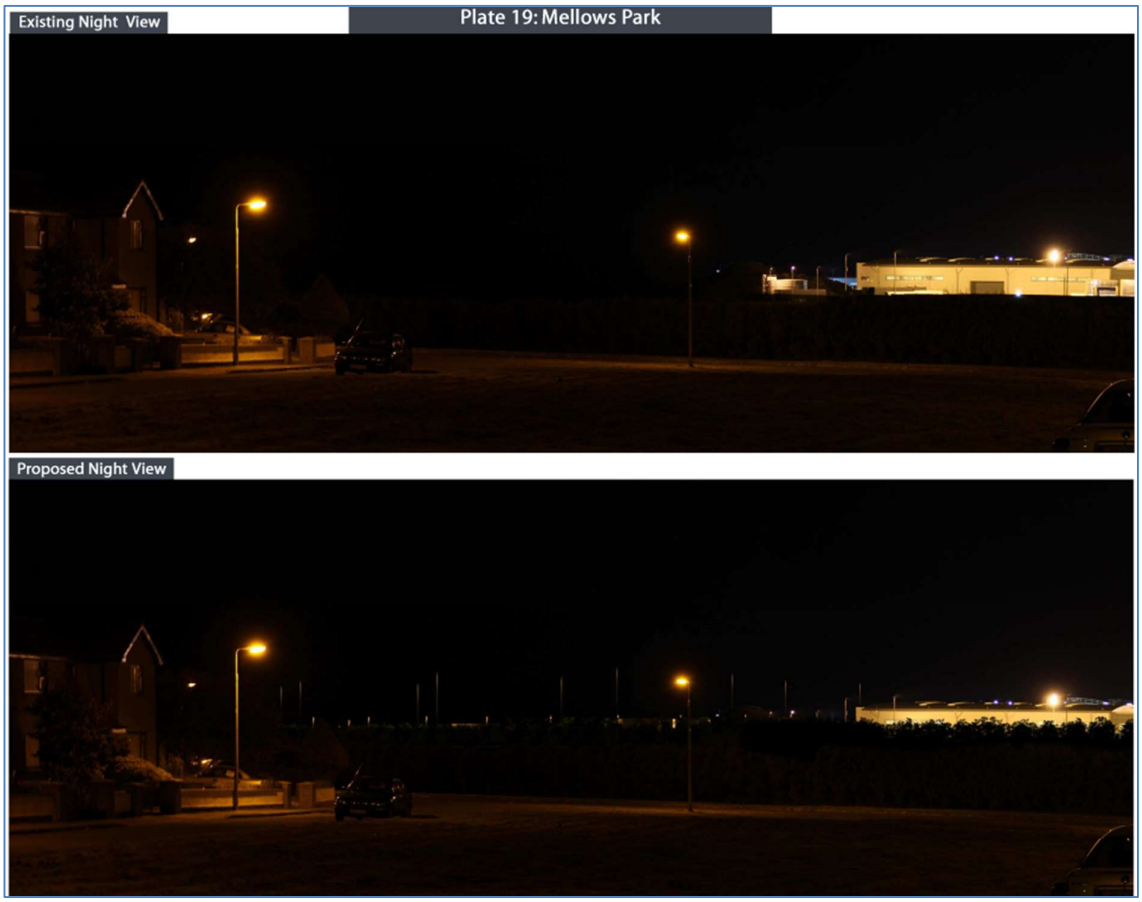

Figure 12-11 Existing and Proposed View from Plate 19 of the 2014 LVIA

As discussed previously in relation to viewpoint 13, there has been some minor changes in the baseline view from this location since 2014. These changes include planting along the eastern perimeter of the Bus Éireann Depot seen to the right of the image below. In the case of nighttime impact, the new vegetation reduces the light emitting from the right side of the view from this location compared with what is shown in the Nighttime Existing View from 2014, shown above in Figure 12-11 (Plate 19 of the 2014 EIS). An image captured from this location in 2024 is shown below.

Figure 12-12 Photo from 2024 - View from Plate 19 (also Plate 13) in the 2014 LVIA

The two temporary storage sheds to the south-west of the Bus Éireann Depot (left of the Depot building in the image above) are used for storage of sailing boats for the sea scouts. The sea scouts use these sheds mostly during the weekend and within daylight hours, therefore these sheds are unlikely to contribute to light seen from this viewpoint during hours of dark. The new vegetation to the east of the Bus Depot, seen in the image above, will reduce the amount of light visible from receptors in this area compared with the 2014 Existing View.

The minor changes to the baseline views will not change the outcome of the landscape and visual impact assessments in the 2014 LVIA which have been informed by the photomontage from this location.

Plate 20 from the 2014 EIS is a nighttime photomontage captured from the same location as viewpoint 14 (discussed previously in Section 12.3.3); it is reproduced below in Figure 12-13.

Figure 12-13 Existing and Proposed View from Plate 20 of the 2014 LVIA

The recent surveys in 2024 identified new floodlighting in this area of Renmore as shown and discussed previously in relation to Viewpoint 14. The new floodlighting has potential to intermittently alter the baseline light sources from this specific viewpoint and will cause some in combination effects with the Proposed Development. However, as shown by the photomontage above from the 2014 LVIA, there is likely to be very limited visibility of light pollution visible from the Proposed Development from this view, and in this regard its contribution to effects are very minor. Ultimately this change is only for this specific part of the view, as cumulative effects with flood lit sports grounds would have also occurred from other vantage points eats of this viewpoint on Hawthorn Drive where floodlights existed in 2014. Therefore the change arising from these new light sources will not fundamentally alter the outcome of the landscape and visual assessments in the 2014 EIS.

12.4. Analysis and comparison of findings in 2014 with findings in 2024

12.4.1. Analysis of Changes to Guidance and Best Practice Methods for LVIA

The 2014 LVIA was conducted using a methodology interpreted from Guidelines for Landscape and Visual Impact Assessment 2nd Ed. (Landscape Institute and Institute of Environmental Assessment 2002) which was the benchmark LVIA guideline document published prior to the GLVIA3 (LI & IEMA, 2013) and TGN 06/19 (LI, 2019).

Following review of the 2014 LVIA, it is considered that all methods and processes used to conduct the LVIA were very aligned with current best practice guidance for LVIA which considers the key factors of landscape and visual sensitivity and magnitude of effect to arrive at a predicted impact. Differences existent between the differing editions of the GLVIA guidance documents (2nd edition 2002; 3rd edition 2013) are relatively nuanced and would not fundamentally alter the outcomes and conclusions of the 2014 LVIA.

Publication of the National Landscape Strategy in 2015 has no real bearing on the methods and process used for the 2014 LVIA, nor the conclusions of the impact assessment.

12.4.2. Analysis of Changes to Local Planning Policy

The differences that have occurred to the local planning policy during the intervening period since 2014 do not alter the outcomes of the assessments reported in the 2014 LVIA.

12.4.3. Analysis of updated Survey Data Compared with Findings in the 2014 LVIA

12.4.3.1. Analysis of Effects arising from Evolution in Landscape, Townscape and Seascape Character since 2014

The site surveys determined that, while there has been change in various areas of Galway City and the Coastline located within the visual envelope of the Proposed Development since 2014, only changes in close proximity to the Proposed Development are of a scale which likely to have any bearing on the impact assessments on landscape, townscape and seascape character reported in the 2014 LVIA. Two key changes are the recent development of Bonham Quay in Galway Docks and the evolution of the land uses in the industrial port area.

Bonham Quay is a large and prominent office building in Galway docks. The contemporary design and commercial use of this space has slightly altered the more industrial character of the dock area of Galway City since 2014. This is considered to be a positive change which has aligned with the strategic planning of this area in local planning policy. The introduction of Bonham Quay as a cumulative development in combination with the Proposed Development is not deemed to contribute to any

negative impacts on the character of the dock environs in Galway City. In this regard, Bonham Quay does not fundamentally alter the impact assessments of the Proposed Development on landscape, townscape and seascape character assessed in the 2014 LVIA.

As described previously in Section 12.3.4, operations at the Port of Galway have evolved since 2014. The harbour is now also a facility supporting the transport and storage of renewable energy infrastructure. The key changes in landscape and visual terms arise from the loading, unloading and storage of large scale commercial wind energy infrastructure such as turbine blades. This is considered a neutral change in the character of the landscape, townscape and seascape of this area of Galway City. This change in operations and land use does not fundamentally alter the impact assessments of the Proposed Development on landscape, townscape and seascape character assessed in the 2014 LVIA.

12.4.3.2. Analysis of Effects arising from Changes to Specific Scenic Amenity and Receptors Represented by Photomontages in the 2014 LVIA

The site survey investigation in 2024 determined that most change was identified from both Plate 12 which represents the receptors on the Railway Line and Plate 13 which represents residential receptors at Mellows Park. A description of visual impacts for these receptors is reported in Table 12.4.1 of the 2014 LVIA. Some very minor and distant change in the landscape and scenic amenity was evident from some of the viewpoints other than Plates 12 and Plate 13 (e.g. Plates 1,3 4, 9 and 14), however, these are almost difficult to distinguish in the imagery due to the scale of visible change and will not change the outcome of the impact assessments reported in the 2014 LVIA.

12.4.3.2.1. Viewpoint 12: Analysis of impact on the Railway Line

The impact assessment in Row 17 of Table 12.4.1 addresses impact on receptors travelling on the Railway Line as represented by Viewpoint 12. In row 17, the sensitivity of receptors was reported as 'Low' the Scale of Change was reported as 'Neutral' and the 'degree of visual Impact' as 'Slight', and the following description of the impact was reported:

> *"There is a fleeting partial visibility to the proposal with the existing Enterprise Park restricting the view to the eastern section of the new development. The glimpse view will show a larger industrial block element in the view frame partially intruding into the visibility of the seascape area".*

Analysis of the changes occurring since 2014 have determined that the degree of visual impact will not be altered as a result of the relatively minor changes which have occurred in the baseline landscape and visual amenity since 2014.

12.4.3.2.2. Viewpoint 13: Analysis of impact on Mellows Park

The impact assessment in Row 8 of Table 12.4.1 addresses impact on residential receptors in Mellows Park, as represented by Viewpoint 13. In row 8, the sensitivity of receptors was reported as 'Medium' the Scale of Change was reported as 'Negative' and the degree of visual Impact as 'Moderate', and the following description of the impact was reported:

> *"There are partial views to the proposal because of extensive vegetation which screens the majority of the development. It forms an element in the existing view and intrudes in the general middle ground of the view frame, blocking the view to the seascape and partially intruding on the view to the background. The proximity and partial visibility of the existing bus depot and Enterprise Park provides an*

established industrial context. The visible portion of the harbour extension adds to the industrial block elements in the visual composition."

As shown in the Proposed View with Landscaping (Plate 12-31 previously) proposed planting, when matured, will visually screen a large proportion of the Proposed Development from view, and in the case of the view from Viewpoint 13, this will screen any of the changes which have occurred since 2014. Table 12.19.1 of the 2014 LVIA reports predicted residual visual impacts following mitigation, which is landscaping in the case of Viewpoint 13. The degree of visual impact after mitigation was reported as 'Slight' in Table 12.19.1 of the 2014 LVIA. Analysis of the changes occurring since 2014 have determined that the degree of visual impact will not be altered as a result of the relatively minor changes which have occurred in the baseline landscape and visual amenity since 2014.

12.5. Cumulative Landscape and Visual Effects

12.5.1. Cumulative landscape and visual effects assessment overview and methodology.

The assessment of cumulative landscape and visual effects considers current best practice guidance for LVIA and uses written narrative to describe potential cumulative interactions.

The assessment of cumulative landscape effects considers how other developments in combination with the Proposed Development cumulatively effect the physical fabric of the landscape and landscape character.

The assessment of cumulative visual effects consider in combination views as experienced from visual receptors. The GLVIA3 (LI & IEMA, 2013) guidance note that cumulative visual effects can be experienced in combination. 'Simultaneous' in combination views occur where two or more developments are visible from one viewpoint in the same field of view. In combination 'successional' views occur from one viewpoint but where the viewer experiences views of a differing developments in different directions and need to turn to experience cumulative effects.

Another type of cumulative visual effect includes where two or more developments are seen sequentially, where a viewer moves to another viewpoint or along a transport or recreational route and sees the same or different developments.

This section identifies and assesses all relevant developments which potentially contribute to cumulative and in-combination landscape and visual effects with the Proposed Development. The focus in this addendum are on the potential landscape and visual effects of the Proposed Development in combination with developments which have been constructed, permitted or proposed since 2014. As per best practice guidance for LVIA, assessment of cumulative effects needs to be proportional. Whilst there are vast number of potential scenarios and interactions where cumulative landscape and visual effects may potentially occur, the focus in this addendum are those scenarios that are likely to give rise to the most significant cumulative effects. Discussion of cumulative landscape and visual effects focusses on the degree to which the Proposed Developments contributes to any likely cumulative effects which can potentially occur. The discussion of cumulative effects has been broken down into distinct geographic areas within the visual envelope of the Proposed Development.

12.5.2. Cumulative effects of the Proposed Development with other Development in the vicinity of Galway Docks

A number of other existing (constructed since 2014) permitted and proposed developments are located within the vicinity of Galway Docks. Once constructed, these developments will alter the

character of the townscape of Galway Docks in combination with the Proposed Development and consequently the visual amenity in the area.

The Bonham Quay building has already been identified and discussed in this addendum in relation to Viewpoint 1, Viewpoint 9 and Viewpoint 10, as well as in Section 3.4 – *Changes to the Receiving Environment*. The Bonham Quay building has been constructed since the 2014 LVIA; it is located at the beginning of the Dock Road where it intersects with Queen Street. This is a tall commercial office building which is a prominent development in the Galway harbour area and is also a new feature to the Galway City Skyline as seen from elevated vantage points throughout the city. It will be seen in combination with the Proposed Development, for example Viewpoint 1, 9 and 10, and therefore contributes to both cumulative landscape and cumulative visual effects.

In 2021 planning permission was granted for a mixed use regeneration project including 376 apartments in the lands at the rear of Ceannt Train Station. In 2018, planning permission was granted for a student accommodation development in a site located between the mixed use scheme and Bonham Quay.

These developments (Bonham Quay, Mixed Use development and student accommodation) will result in change to the landscape and visual amenity of the Galway Docks in combination with the Proposed Development. The cumulative effects include the urbanisation of marginal lands previously used for industrial uses adjacent to the docks. Whether these cumulative effects are positive, negative or neutral is a subjective matter. However, it is noted that they are making use of vacant lots in the centre of Galway City and are in general alignment with the local planning objectives to regenerate, and make use of, this area of Galway City.

The contribution of the Proposed Development to effects on visual amenity in Galway Docks is far less than the impact of these developments themselves due to set back distances and the visual screening of the Proposed Development provided by the Harbour Hotel and other buildings from the north-eastern portion of the docks. east. Cumulative visual effects are very limited from street level in the Galway city docks where very minor visibility of the Proposed Development occurs. In this regard, the greatest potential cumulative visual effects occur from residential visual amenity on upper storeys of residential buildings in the western portion of Galway Docks where there is greater visual impact of the Proposed Development itself. Therefore, the greatest cumulative visual effects occur from these residential receptors located at elevated vantage points where in combination successional views of the Proposed Development occur with the existing and permitted developments around Bonham Quay.

12.5.3. Cumulative landscape and visual effects with other developments in Galway City

Appendix 2.1 includes all relevant cumulative projects, constructed, permitted and proposed since 2014. The list of cumulative projects in Galway City is extensive and it would be a disproportionate measure to include an independent analysis of each development in combination with the Proposed Development. All of the other developments (existing permitted and proposed) have the potential to cumulatively effect the physical fabric and character of the landscape and townscape of Galway City in combination with the Proposed Development. In a general sense, these developments include progressive urbanisation of the city and the greatest effect on the landscape of the city as a whole occur where the built environment is extended at the urban fringe of the city for example the proposed Galway City Ring Road. The Proposed Development contributes to these cumulative landscape effects as it is a substantial development extending the footprint of the city and built infrastructure south in to Galway Bay. Some specific developments are discussed below and

In terms of cumulative visual effects, only sequential cumulative visual effects will occur for most other developments in Galway City, this occurs when a receptor travels throughout the city and will

experience visual effects arising from these developments and then move to a new location where they can potentially experience visual effects arising from the Proposed Development. Several specific developments are discussed below where cumulative in combination views (simultaneous and/or successional) can potentially occur.

The Proposed Cross-City Link will occur across a large area within Galway City and links with the new dock road. This will be the main area where cumulative effects will occur as there will be no views of the Proposed Development from the other areas within the cross-city scheme. This development was lodged in 2022 and a decision has not been made yet. In combination views of the Proposed Development and this development are likely to occur in a future receiving environment from locations in close proximity. Any potential effects would be very minor and not significant.

Wolf Tone Bridge crosses the Corrib River in Galway City Centre immediately north-east of the Claddagh Basin and Nimmos Pier. This bridge has been widened and a signalised pedestrian crossing has occurred along with a pedestrian walkway after this work was granted in 2022. In combination successional views of the Proposed Development and the works which have occurred on this bridge are likely to occur from the most areas of the Claddagh Basin and Nimmos Pier, although cumulative visual effects are very minor.

In 2021, planning permission was granted for revisions, extensions and enhancements of the existing Texico service station on Lough Atalia Road in close proximity to the Proposed Development. There was also a temporary permission granted in 2021 for an outdoor dining area with pitches for food stalls and vehicles along Lough Atalia Road, beside the existing Texaco service station, however this planning permission was never enacted due to the Covid-19 pandemic. In combination views of the Proposed Development with the permitted enhancement of the Texaco service station will likely occur in a future receiving environment, particularly elements of the Proposed Development such as road upgrades on Lough Atalia Road as shown by Viewpoint 11. A majority of the Proposed Development is located south of Lough Atalia Road and will be visually screened from view by the existing built environment including the City Direct Bus building and other warehouses and buildings in the existing Galway Harbour area.

It is also acknowledged that a flood relief scheme project is currently being developed for Galway City. This project is not in planning and is still at feasibility and design stage and a proposed scheme has not been fully developed. It is understood that the likely solution to coastal flooding will be shoreline defences in the form of walls, rock armouring, embankments and possibly demountable defences. Due to the location of this infrastructure on the coast and adjacent to the Corrib, it is therefore likely that cumulative landscape and visual effects are likely to arise in combination with the Proposed Development in a potential future receiving environment. However, at this stage the extent and nature of these cumulative effects are unknown.

12.5.4. In Combination views with Other Development in Renville

Most open views of the Proposed Development occur from Galway City looking in a southerly direction towards Galway Bay where the Proposed Development extends south into the bay from the existing Galway Harbour. Renville is a peninsula of relatively rural land extending into Galway Bay from the east, it is located approximately 3.5 km south-east of the most southern extent of the existing Galway Harbour. Due to its positioning, Renville is commonly seen as a backdrop to the open views of the Proposed Development seen from Galway City, as shown in many of the Viewpoints used as photomontages for the 2014 LVIA. Changes to the natural landscape of Renville are discussed previously in Section 12.3.4 -*Changes to the receiving Environment (Landscape and Visual).*

Several other developments permitted and proposed developments are located on the northern extent of Renville and will have the potential to be seen in combination (simultaneously) with the Proposed Development and will alter the existing backdrop of views and cause cumulative visual effects with the Proposed Development. These developments include the following:

- An application was made in 2019 for alterations and extensions to an existing hotel building located beside the Galway Bay Golf Resort and the decision for this was conditional. This extension building will be visible in combination with the Proposed Development in the background of views and some cumulative visual effects will therefore occur;
- An application was submitted in May 2024 for the development of solar panels at the Marine Institute where the solar panels will have a height ranging between 1.5m and 3m. These solar panels have the potential to be visible in combination with the Proposed Development in the background of views from Galway City and some cumulative visual effects will therefore occur;

12.5.5. Inner Harbour Regeneration Project (masterplan is pending, not currently in planning system)

The Inner Harbour Regeneration Project relates to the potential development of 17 acres of land situated at the Inner Harbour Lands surrounding the existing gated Galway Docks and to the East towards Lough Atalia Bridge and Lough Atalia Channel. A vision document has been prepared in relation to this project and was released to the public in May 2021. The vision is underpinned by a Planning Framework. The Inner Harbour Regeneration Site is referenced in Section 10.6 of the Galway City Development Plan 2023 - 2029 and a Masterplan is pending for the entire site. The Land Development Agency ("LDA") and Galway Harbour Company are also working on a more detailed Masterplan for an initial phase of the overall site.

The Inner Harbour Regeneration Project proposes the development and urbanisation of all areas west of the Lough Atalia Channel in the Galway docks area. The proposed Inner Harbour Regeneration project will potentially change land uses in this area in a future receiving environment. Areas currently used for port and harbour operations will be re-purposed and replaced by recreational and cultural amenities, as well as accommodation and commercial infrastructure. Both the Inner Harbour Regeneration project and the proposed GHE Development will potentially result in change across both areas to the townscape, seascape and visual amenity of the area in the future receiving environment. Ultimately, the operational elements of the current Galway Docks west of Lough Atalia will be moved east and south to the Proposed Development within the bay, making way for the urbanisation and change proposed as part of the Inner Harbour Regeneration Project. It is considered that the Inner Harbour Regeneration Project will be a positive and progressive change and will likely improve the visual aesthetic of the townscape of the current Galway docks area and provide access for residents and visitors to this area of the city and Galway Bay.

12.5.6. Summary of Potential Cumulative Landscape and Visual Effects

The Proposed Development will contribute to cumulative landscape and visual effects in combination with many other developments in and around Galway Docks and Galway City. All developments cumulatively contribute to the extension of built environment and townscape character evolution of Galway City since 2014, and also the future evolution of the city which is likely to occur in a future receiving environment (e.g. other permitted and proposed developments). However, many of the recently constructed, permitted and proposed developments are generally well set back from the Proposed Development with the built environment of the intervening townscape visually screening the Proposed Development from view and eliminating in combination visual interactions. In combination visual interactions are limited to locations where open views of the Proposed Development occurs, which primarily comprises visual receptors on the southern shoreline of Galway City and receptors located at other elevated vantage points e.g. residential receptors on upper storeys of apartment buildings located in Galway Docks. Several permitted and proposed developments in Renville also have the potential to cause cumulative visual effects with the Proposed Development in

a future receiving environment where they are seen in the background of views looking south from Galway City.

As detailed in this section, the cumulative context of the receiving landscape has evolved since 2014. The cumulative interactions identified and discussed in this section are generally very minor and these effects do not fundamentally alter the overall significance of likely landscape and visual effects of the Proposed Development and the outcomes of the impact assessment as reported in the 2014 LVIA.

12.6. Conclusion

In conclusion, the review of the 2014 LVIA and a new site survey have determined that no clear changes have occurred in the receiving environment of landscape and visual amenity or policy context since 2014 which would warrant any changes to the outcome of the impact assessments of the Proposed Development reported in the 2014 LVIA.