

Section 3.

Urban Design and Development Framework

Approved Student
Accommodation Scheme
Ref: 20/184
Amendment Ref: 22/259

Galway Retail Park

Black Box

Phase 1

Dyke Road

Car park

Dyke Road

River Corrib

Terryland Forest Park



3.1 Project Vision

The vision for Phase 1 of the Corrib Causeway is to create a vibrant, sustainable and community-oriented development that blends seamlessly with the natural environment and the surrounding area. The development will meet the needs and aspirations of future residents while enhancing the liveability and attractiveness of the neighbourhood.

The Brief:

The project brief seeks to deliver affordable and social high-quality apartments aiding the overall regeneration of the area. Therefore, the goal for this development is to provide a mix of housing that caters for a variety of residents, including families, graduates, sharers, nesters, individuals, and first-time parents. To achieve this, the development focuses on delivering apartments with a of 49.8% one-bedroom units, and 45.6% two-bedroom units and 4.6% three-bedroom units. There is also a creche facility proposed.

Additionally, given the close proximity to public transportation infrastructure, a low parking ratio is sought that would encourage more sustainable transportation methods.

Key Objectives:

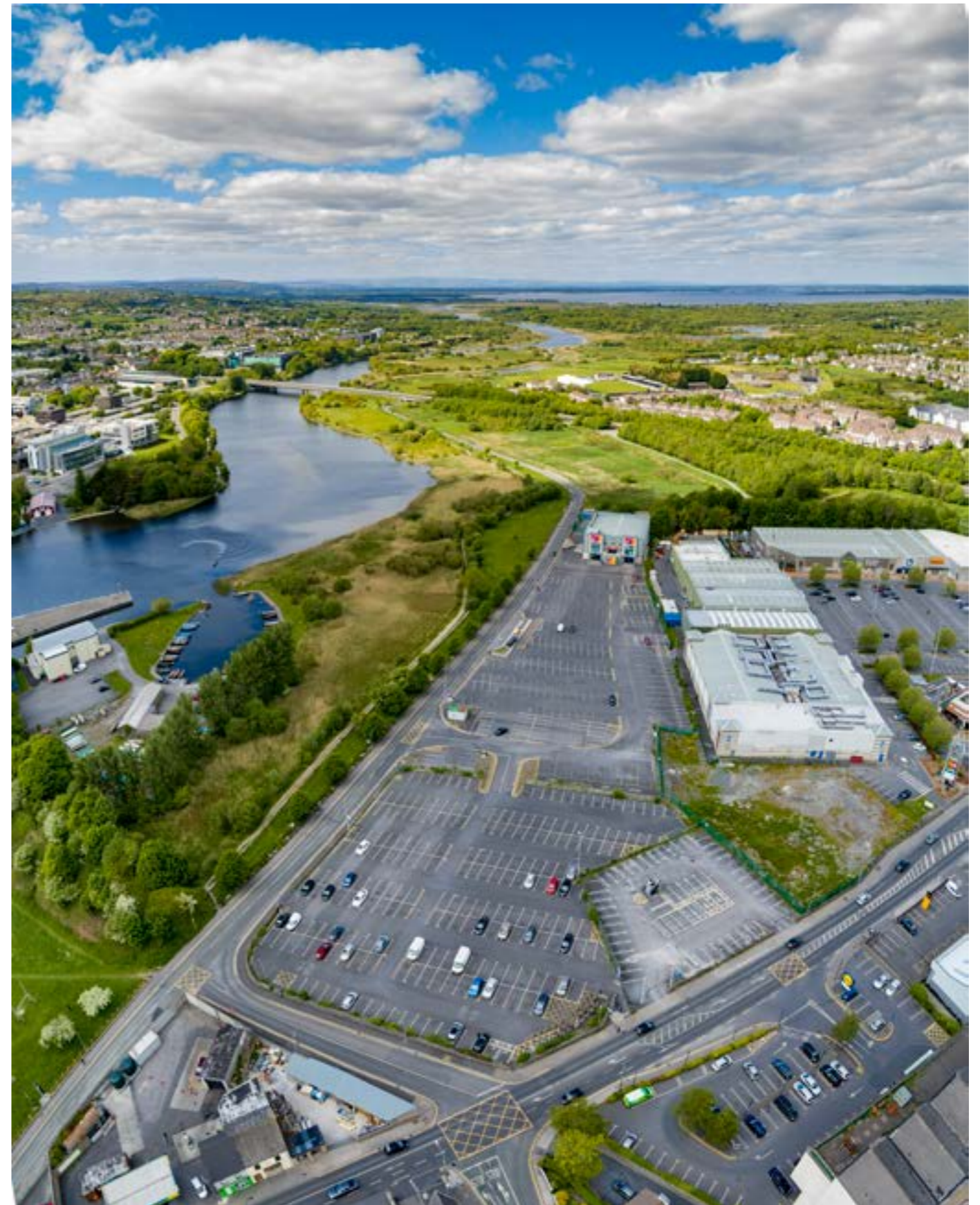
Community-Oriented Design: The apartment scheme will focus on promoting social interaction and community engagement among the residents. This will be achieved through the creation of communal spaces such as gardens (COS), play areas and shared facilities which encourage residents to interact and form meaningful relationships.

Sustainable Living: Sustainability will be a key consideration in the design of the development, from the selection of materials to the management of energy, water, and waste. The design will aim to achieve a high level of energy efficiency, incorporating renewable energy sources and promote sustainable transportation options.

Integration with Natural Environment: The development will integrate with the natural environment to create a sense of harmony between the built and natural environment. This will be achieved through the use of green infrastructure, balconies and gardens (communal amenity space) which not only add to the aesthetics of the development but also improve the air quality and promote biodiversity.

Access to Public Amenities: The development will develop the principles set out in the Development Plan to deliver a neighbourhood that is well-connected and enables residents to easily access services, amenities, and job opportunities within the immediate and wider context. The connections will also promote social interaction and community engagement.

Quality of Life: The development will strive to create an environment that enhances the quality of life of the residents. This will be achieved through the provision of high-quality living spaces that offer high levels of daylight, amenities and services that cater to the needs and aspirations of the residents.



3.1 Project Vision

3.1.1 Site Strategy

In alignment with the Galway City Council City Development Plan 2023-2029, any development proposals that progress to the planning consent stage prior to the adoption of a Local Area Plan (LAP) are required to prepare a Masterplan. Specific Objective 5 of the Development Plan refers to the integrated development strategy outlined in the framework plan for the area. For detailed information on the Masterplan for this site, please refer to the attached document: Corrib Causeway Site Development Framework.

This application specifically addresses Phase 1 of the Corrib Causeway, Dyke Road. It represents the first phase submitted as a planning application.

The proposal has been developed in accordance with previous guidance, specifically the Draft Headford Road Framework (2009), as well as the current development plan. The proposed development will be designed with a focus on conservation and enhancement of the River Corrib's riverside environment, integrating seamlessly with the surrounding landscape. The plan envisions replacing the existing "hard" edge between the Headford Road retail park and the Corrib with a new "living" zone—a buffer where land and water harmoniously coexist. The Phase 1 proposal aims to establish a new sustainable quarter overlooking the River Corrib, providing much-needed affordable housing to meet national demands while contributing a distinctive and unique architectural presence to the city.

To develop the optimal and most cost-effective design for the Corrib Causeway site, multiple site options were explored, testing various strategies to achieve the best outcomes across all three phases. Early studies identified the southern area (Phase 2) as the optimum location for a gateway development, aligning with the mixed-use goals set out in the Galway City Council Development Plan. This area is well-suited for commercial and residential use, supported by the proposed pedestrian and cycle bridge and the existing Headford Road retail facilities. This location offers the potential to enliven the streetscape and local public realm, deliver active uses and deliver on strong street frontage to encourage pedestrian footfall.

The central area, being less visible and more underutilized, was identified as the best location for residential development, providing a better environment and outlook for residents. This area was selected as the Phase 1 site and the subject of this application. This location offers the potential to enliven the streetscape and local public realm, deliver active uses and deliver on strong street frontage to encourage pedestrian footfall.

Phase 3 is considered as a stand-alone phase as this is subject to finding a new home for the BlackBox Theatre and this must remain operational until then.



3.2 Consultation

Throughout the design process, GCC (across a range of departments and functions) collaborated closely with the appointed design team. To support these discussions and collaboration, GCC reviewed material related to the emerging proposal in advance of each meeting. These meetings have been constructive, with GCC's feedback directly shaping subsequent design developments. The primary discussion points throughout this process have centred on the following considerations related to urban design.

- Urban design and consideration for all phases.
- Permeability to the wider area with regard for the Draft Headford Road Framework Plan 2009.
- Consideration for future phases of development (Headford Road retail park and how the Phase 1 site can later adjust).
- Flood risk and nature of undercroft space required for flood compensation.

The primary discussion points throughout this process have focused on the following considerations regarding the inclusion of specific design elements

- Car parking and Cycle infrastructure (see Section 4.14)
- Architectural design, scale and massing (see Section 4).
- Crèche detail (see Section 4.17).
- Boardwalk examples and design (see Section 4.1.3).
- Boundary treatments (see LDS).

There has been a clear and open discussion with GCC in response to each of these items which aimed to balance the planning concerns with building usability, building compliance, flood levels and ensuring density/affordability. Further detail on these items are discussed throughout this document.



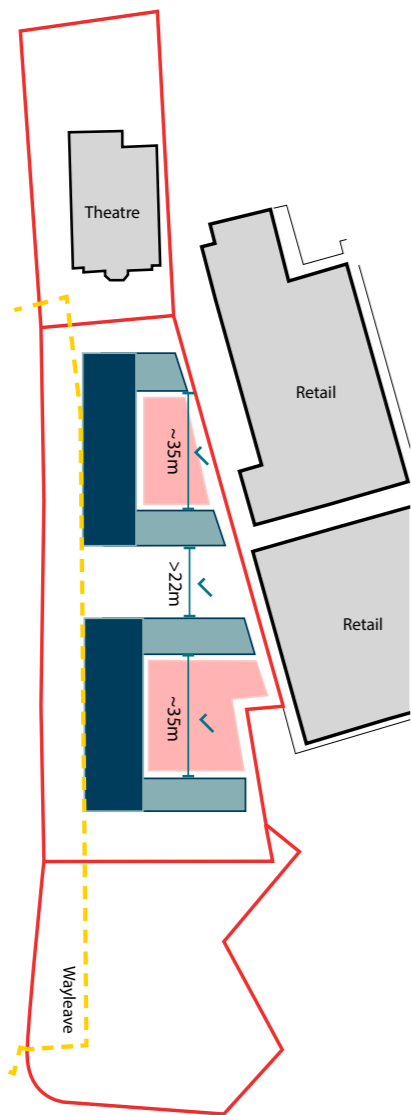
3.3 Urban Design

3.3.1 Block Layout Studies

At the outset of the design process, a series of studies were undertaken to explore various site arrangements for the proposed block. These studies prioritised achieving an optimal urban design rationale, balancing functionality, aesthetics, and integration with the surrounding environment.

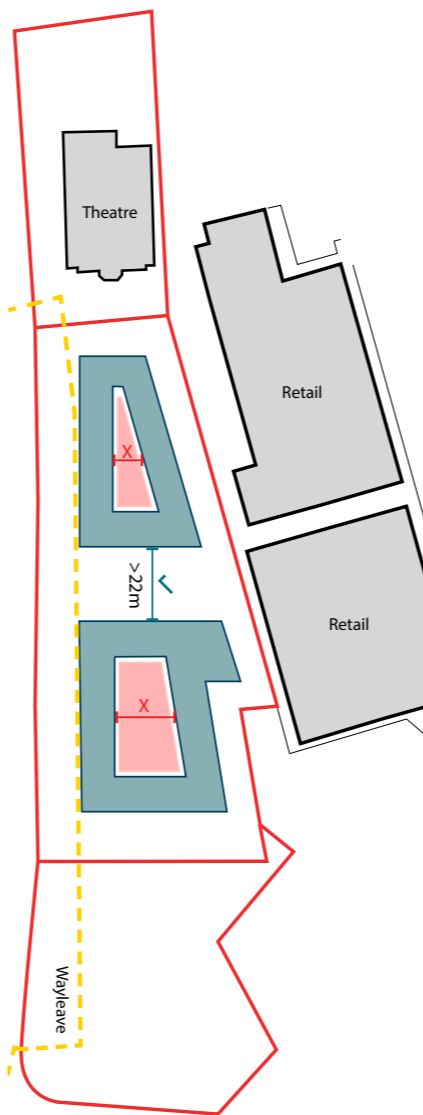
Block Testing: C Shape

- Appropriate distances to boundaries + between blocks
- Amenity Spaces Facing East wall
- Strong Frontage
- Large proportion of single loaded corridor



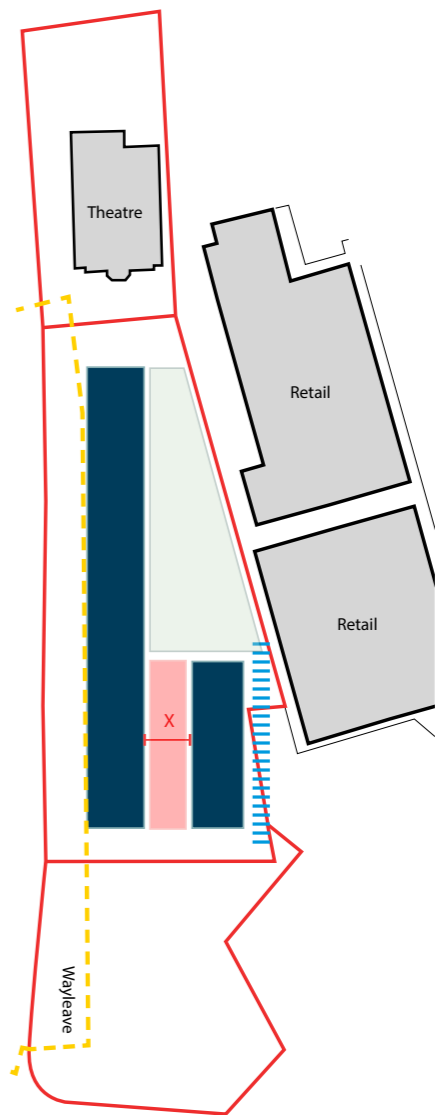
Block Testing: Courtyard:

- Internal Separation distances too tight
- Low quality Courtyard amenity spaces
- Insufficient depth for double loaded corridor
- Low density

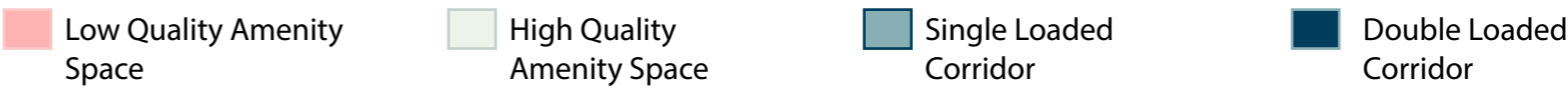


Block Testing: Linear N/S Blocks

- Separation distances between blocks too tight
- Eastern block too close to boundary
- No variation in facade massing along Corrib
- No dialogue with river environment



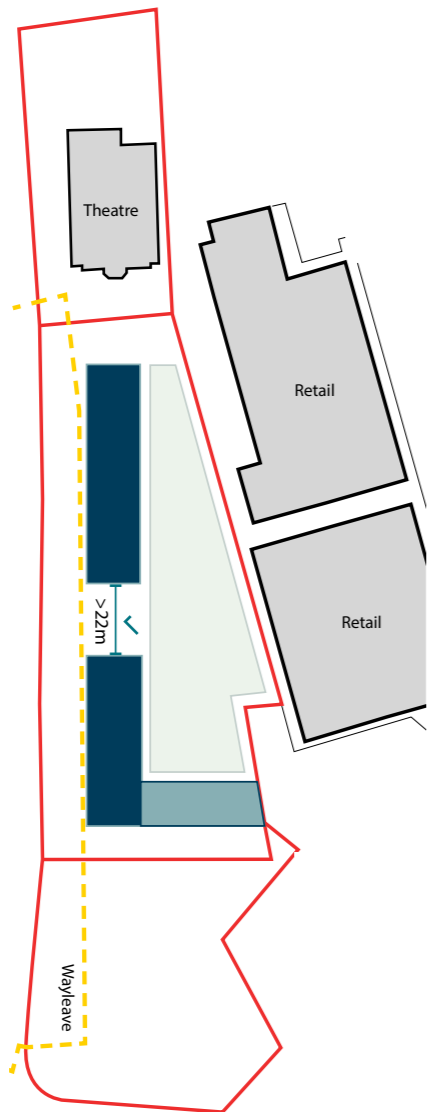
3.3 Urban Design



3.3.1 Block Layout Studies

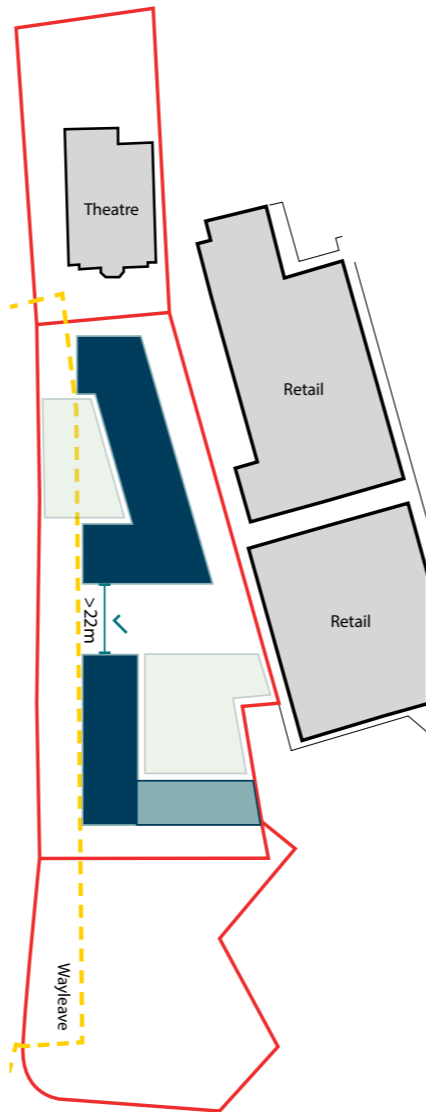
Block Testing: Linear and Perimeter

- Appropriate distances to boundaries + between blocks
- Quality Amenity Spaces
- Strong Frontage
- Acceptable orientation
- High proportion of double loaded corridor
- Maximises E/W orientation
- Linear massing provides poor place making
- Reduced density and therefore the delivery of affordable and social housing.



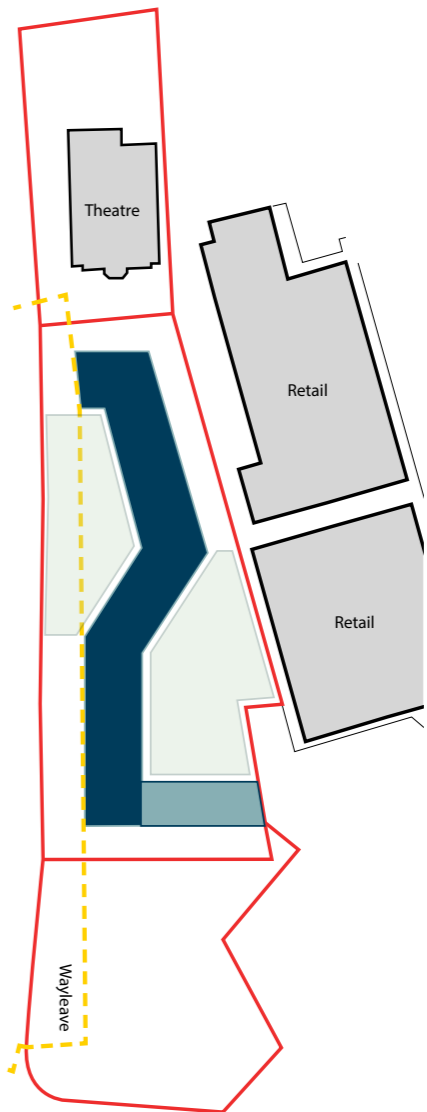
Block Testing: C Shape and Perimeter

- Appropriate separation distances
- Quality amenity spaces
- Good relationship with river
- Engagement through landscape and massing to Corrib and green spaces
- High proportion of double loaded corridors
- Acute angles creates difficult internal layouts, with potential daylight concerns.
- Reduced density and therefore the delivery of affordable and social housing.



Block Testing: Hybrid

- Appropriate separation distances
- High quality amenity spaces
- Engagement through landscape and massing to West of site and corrib.
- Maximises site density
- Excellent E/W orientation
- Variation in place making through spatial hierarchy and sub spaces



3.3 Urban Design

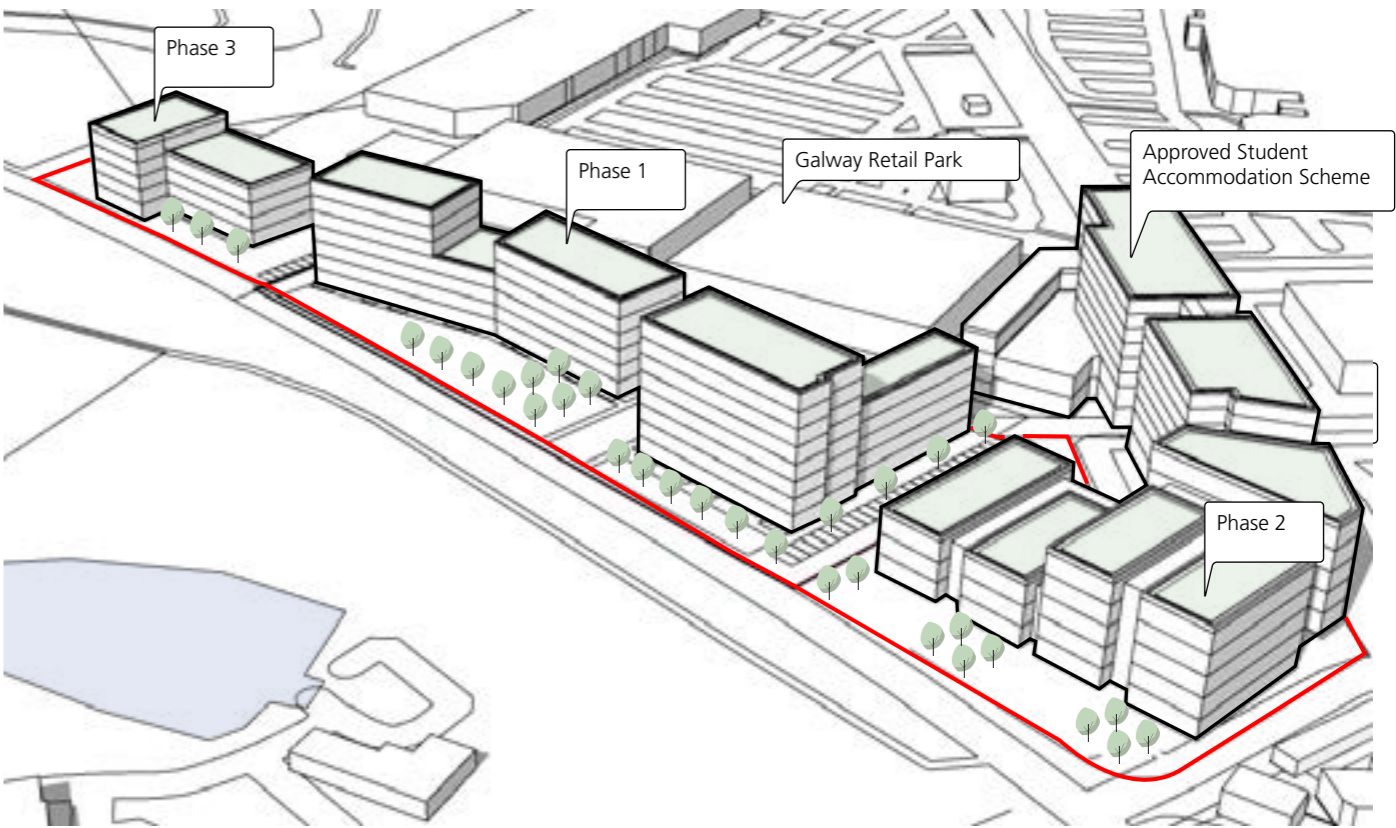
3.3.2 Site Massing Studies

Consideration was given to the broader block formation within the overall Corrib Causeway Development Framework, integrating the initial layout and parameter studies with the dynamics of potential uses across Phases 2 and 3. These studies embraced core urban design principles, evaluating the interplay between the built environment, amenities, environmental factors—including flood risks and site levels—and overarching placemaking strategies.

This iterative process produced multiple design options for all phases, emphasising permeability and connectivity to the Headford Road, as highlighted in the draft 2009 Headford Road Framework. The approved student accommodation scheme (Ref: 20/184, as amended by Ref. 22259) played a significant role in shaping the design development and informed the emerging preferred option for the site. Dialogue with stakeholders from the student accommodation project remains active to ensure seamless integration and functional connections between proposals.

A key focus was on reducing car dominance and fostering a sustainable urban quarter, unlocking this area of the city as envisioned in the development plan zoning. Walking and cycling infrastructure were prioritised to enhance permeability, complemented by evolving public transport initiatives such as BusConnects and the proposed cyclist bridge to the university. These measures aim to provide future users and residents with robust sustainable transport options, aligning with the site’s broader urban vision.”

Option 1



Masterplanning Considerations:

Positive

- Good building height variation creating varied skyline
- Strong corner treatment to the south

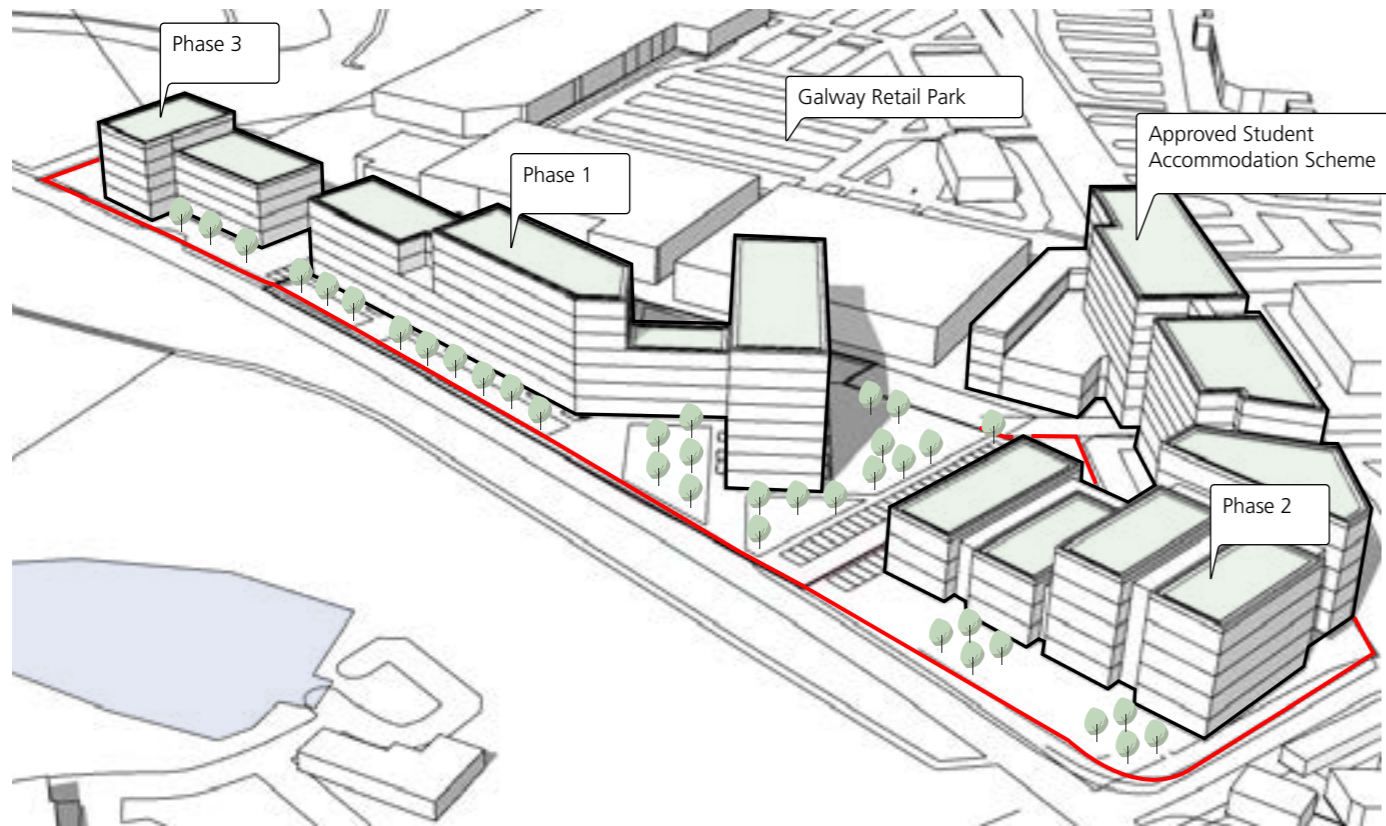
Negative

- Large proportion of public space VS private space
- Urban block preferred for private/community space distinction and separation
- North Block communal open space narrow and enclosed by retail blank wall
- Large proportion of eastern elevation facing back of retail blank wall
- Block arrangement divides amenity space in two narrow strips rather than one good quality space
- Phase 1 scheme is broken into two building

3.3 Urban Design

3.3.2 Site Massing Studies

Option 2



Masterplanning Considerations:

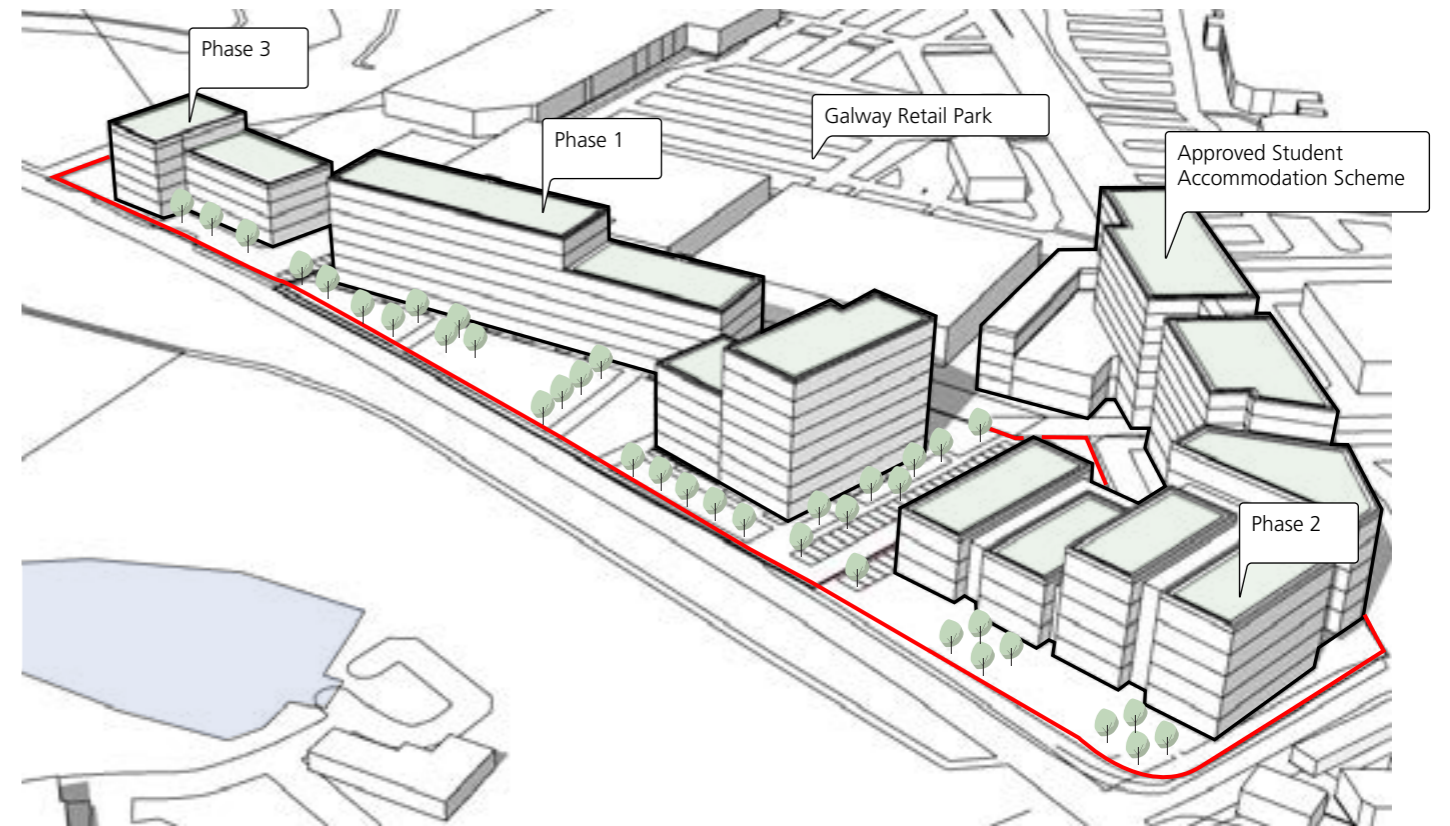
Positive

- Good building height variation creating varied skyline

Negative

- Linear block not responding to urban and natural context
- Large proportion of public space VS private space
- South diagonal block doesn't respond to urban and natural context
- Urban square addressing back of Student Housing and back of cinema
- Good practice: urban blocks preferred for private space distinction and separation

Option 3



Masterplanning Considerations:

Positive

- Good landmark and corner treatment to the south of the site
- Large south-west facing open space facing the River Corrib

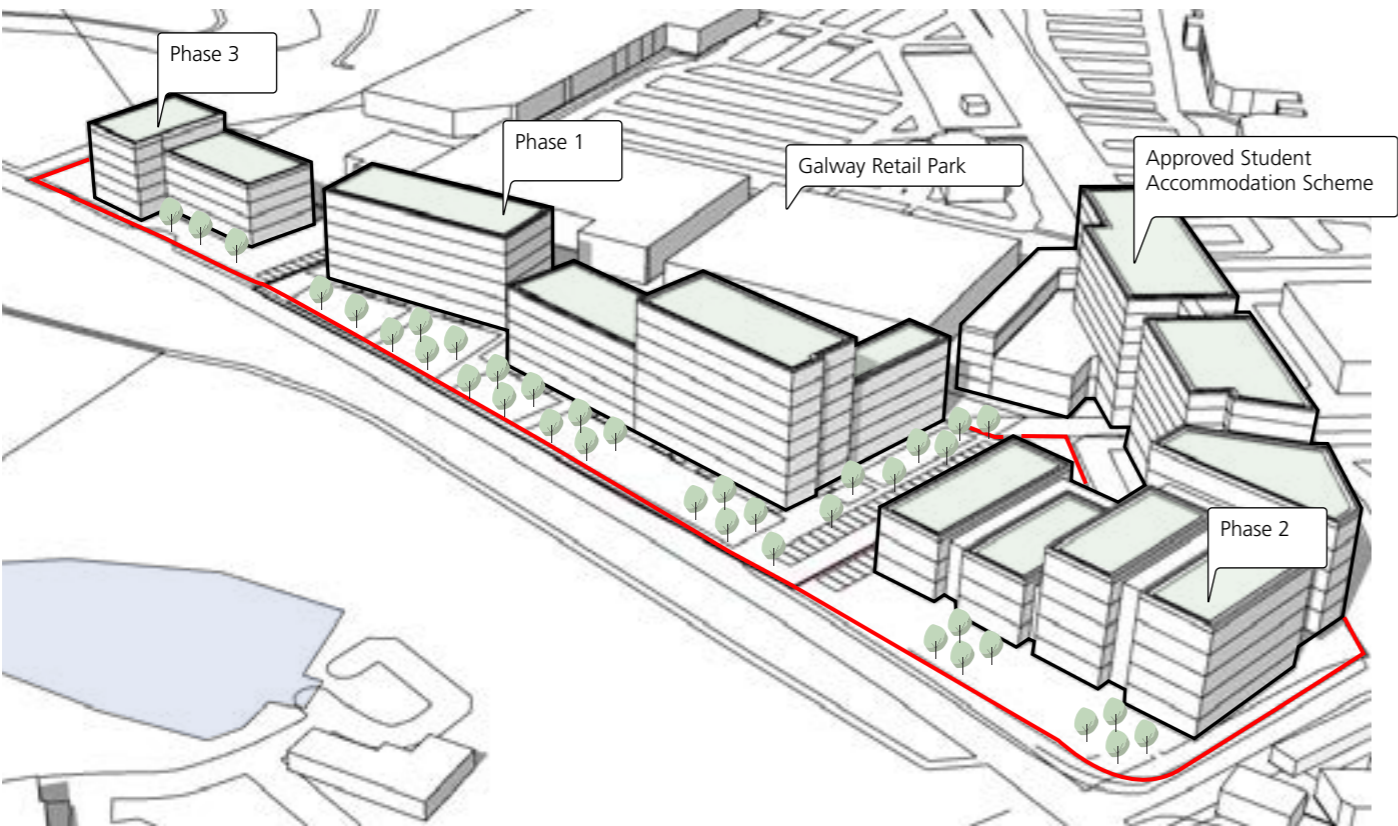
Negative

- Long, linear building dominating the main elevation
- Little consideration to the context: view corridors, potential redevelopment of retail park.
- Large proportion of public space VS private space
- Good practice: urban blocks preferred for private space distinction and separation
- Eastern elevation, relatively close to blank retail wall
- Narrow, dark, unattractive open space at the back of the building facing a blank retail wall

3.3 Urban Design

3.3.2 Site Massing Studies

Option 4



Masterplanning Considerations:

Positive

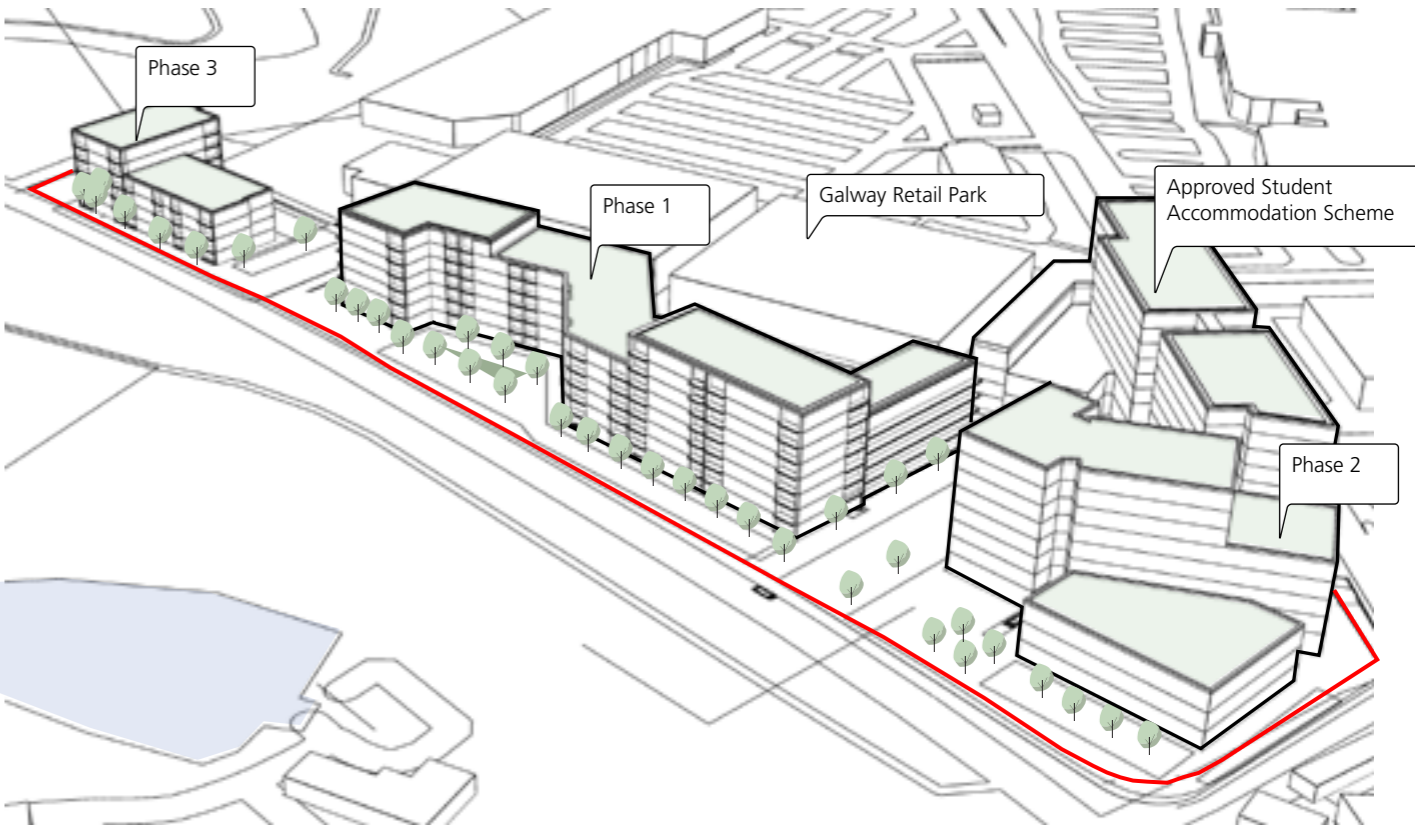
- Good landmark and corner treatment to the south of the site
- Wide south-west boulevard/linear park facing the River Corrib
- Comfortable south courtyard, creating strong private/community space
- Variation in setback of buildings creating a varied main elevation
- Good proportion for the three residential blocks, creating variation and fine urban grain and permeability to the River Corrib

Negative

- Proportion of public space VS private/community space too high
- Middle block eastern elevation relatively close to blank retail wall
- Middle block narrow, dark, unattractive open space facing a blank retail wall

3.3.3 Preferred Site Layout

Option 5



Masterplanning Considerations:

Positive

- Good landmark and corner treatment to the south of the site
- Building shape maximising courtyard sizes
- Large south courtyard maximising the site's full width
- Strong private/community space definition (VS public open space)
- Wide western courtyard addressing the River Corrib and opening views to the Town Centre landmarks
- Variation in setback of buildings creating an interesting main elevation
- Wide south-west boulevard/linear park facing the River Corrib

Negative

- Small part of middle block eastern elevation relatively close to blank retail wall

3.3 Urban Design

3.3.4 Site Permeability

Through engagement with Galway City Council (GCC) and relevant stakeholders, site permeability emerged as a key urban design consideration, reflecting the evolving context of the Headford Road area. The design for Phase 1 is intended to function autonomously in the short term while enabling seamless future connections to:

- The approved student accommodation scheme, if constructed.
- The redeveloped retail park, with potential permeability along the eastern boundary and the northern edge of Phase 1.
- North-south movement corridors linking the city centre to Terryland Park.

Throughout the master planning process, the design team has ensured alignment with the Draft Headford Road Framework (2009), which outlines these critical connections. The Galway City Development Plan 2023-2029 requires that any masterplan prepared for the Dyke Road site ‘take cognisance of the integrated development strategy included in the framework plan for the area. The Draft Headford Road Framework Plan 2009 does allow for flexibility in approach in terms of design. Guidance Note FP1 specifically references that flexibility is desirable with an over riding consideration for permeability and connectivity between the plan lands and city center’ This strategic integration aims to facilitate a cohesive and interconnected future for the retail park while adhering to strong urban design principles. The approach respects site zoning objectives and supports the development of a vibrant new quarter for the city on a site that is zoned for regeneration.

Draft 2009 Headford Road Framework Plan

A review of the current design massing and connections, along with a comparison to the Headford Road Framework, is shown in the images on this page

- Connection A remains unchanged connecting along the Terryland Park (future connection subject to redevelopment of the retail park).
- Connection B remains in a similar location, connecting the future retail park masterplan with the riverside (allowed for in the Phase 1 design, future connectivity subject to redevelopment of retail park).
- Connection C is updated due to the student accommodation approval. The connection is rotated to meet Dyke road perpendicular and connect through the approved student accommodation scheme (integrated into the Phase 1 design).
- Connection D remains unchanged (existing connection).

HEADFORD ROAD FRAMEWORK PLAN



Layout

PROPOSED MASTERPLAN



Layout

HEADFORD ROAD FRAMEWORK PLAN



Blocks

PROPOSED MASTERPLAN



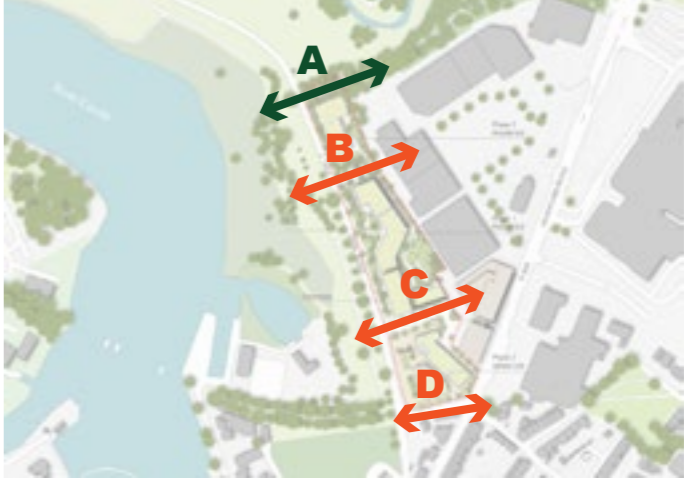
Blocks

HEADFORD ROAD FRAMEWORK PLAN



Permeability

PROPOSED MASTERPLAN



Permeability

3.3.4 Site Permeability

The design team has also considered how the adjoining sites (Galway Retail Park & Permitted Student Accommodation Development) and proposed masterplan may present and function for site permeability and connections.

To ensure that there is appropriate provision made for potential future site permeability and connections, the presented sketch offers ideas on how the existing Draft Headford Road Framework Plan can integrate seamlessly into the current Phase 1 proposal, fostering a cohesive vision for Headford Road.

Connections and permeability are designed to align with the original Draft Headford Road Framework Plan, focusing on primary connections and potential future links depending on uses and suitability.

Central to this approach was the creation of a cohesive, safe, and sustainable proposal for Phase 1 residents that can ensure an exemplar development now but also evolve to future masterplans and development proposals.

This proposal also considered the necessary site infrastructure, including site levels, and how these elements would function both following the construction of the flood defense and during Phase 1. The design prioritises fostering pedestrian and cycling connections, envisioning a sustainable quarter where vehicular access could be limited to support a people-first urban environment

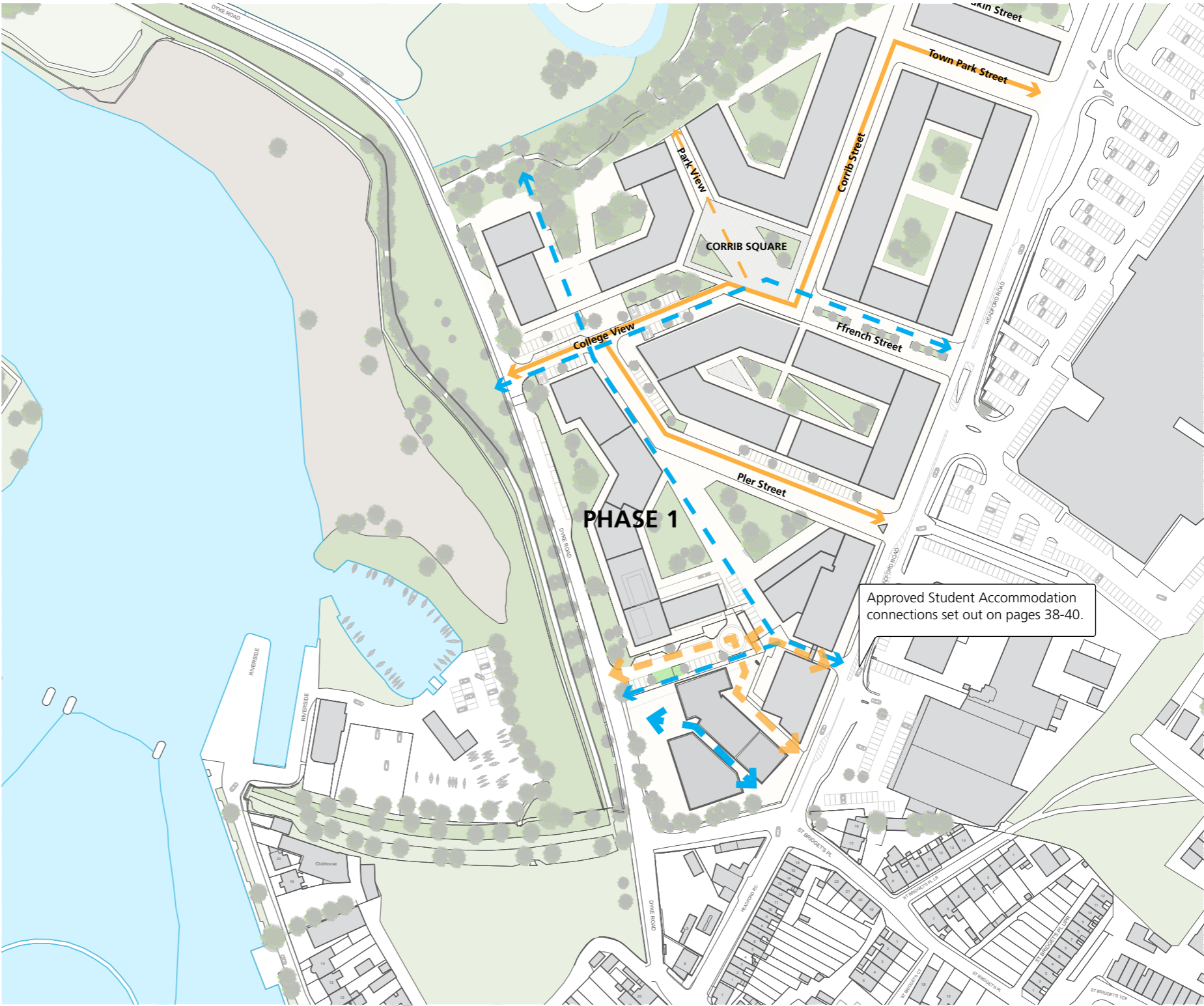
Key

Proposed Massing

Proposed Planting

Proposed Future Vehicle Connections

Proposed Future Pedestrian/Residential Connections



Potential Masterplan (sketch design/in development)

3.3.4 Site Permeability
East/West (through the proposed block):

In addition to the permeability connections outlined in the Draft Headford Road Framework, an additional connection was considered as part of the Phase 1 proposal. While it was examined during the masterplanning process, it was not included in the Phase 1 design.

Careful consideration was given to block length and its potential role in ensuring permeability to the retail park, should it be redeveloped. This was assessed alongside principles of good urban design, placemaking, secure by design principals and environmental factors to ensure a cohesive and integrated approach to the study.

As part of the design process, a view cone was established from the retail park looking west toward the Corrib, leading to amendments in floor plans. Ground-floor units were removed, and further design updates were implemented to enhance visual and physical connectivity. The study produced the following key findings:

- Breaking up lower-level massing: This approach introduced additional connectivity between public and private spaces.
- Existing retail park massing: Current conditions informed connectivity assumptions but were acknowledged as subject to change in any future masterplan or redevelopment.
- Flood resilience measures: A continuous internal corridor at +7.28m AOD (Ground Floor) must be retained to ensure safe



- evacuation for residents in the event of a flood. Additionally, a boardwalk at the same elevation would provide a secondary means of escape from the northern site boundary.
- Ground-level limitations: Ground levels could not drop below +5.0m AOD due to invert levels and flood compensation requirements.
 - View obstructions: The internal corridor and boardwalk necessary for flood management obstructed views through the retail park, resulting in compromised spatial quality unsuitable for residents and wider users.
 - Security concerns: The existing rear façade of the retail park presented management and security challenges, necessitating additional fencing to create a safe communal open space. However, this fencing risked fostering a sterile environment, counterproductive to placemaking objectives.
 - Resident safety and usability: The space created under these constraints was deemed unsuitable for residents, as it risked encouraging anti-social behavior.

This option was not advanced due to significant security concerns for residents. Prioritising the safety and active use of external spaces was deemed essential to support successful placemaking. Furthermore, in the absence of a revised masterplan for the retail park, the proposed connection lacked certainty in delivering future permeability

Proposed break in the block.



Proposed View through the block looking east (boardwalk obstructing the view).



Current View from break in retail park looking west



Proposed View from break in retail park looking west through the proposal.



3.3.4 Site Permeability
East/West (Connection C/Student Accommodation Connection):

Open dialogue has been maintained with the student accommodation site throughout the scheme’s design process. According to the Draft Headford Road Framework Plan 2009, an east-west connection is required south of the proposed block, linking Dyke Road to Headford Road.

The design team have incorporated this connection to facilitate pedestrian and cyclist movement through the approved student accommodation scheme, onto the Phase 1 application site, and onto Dyke Road. This connectivity will be further enhanced with subsequent phase developments. Detail for the boundary condition of the student accommodation scheme is set out in Planning Ref 22/259, drawing 2349-SJK-PCU-WS5-4002.

Due to site levels, the southern access road must also accommodate key infrastructure requirements associated with the proposed housing development, including:

- UE pumping station
- ESB substation

Emphasising good infrastructure design, the pumping station will replace the outdated Blackbox pumping station, with the goal for Uisce Éireann to manage the facility, avoiding a private single-use station.



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E/W connection Phase 1



E/W connection Phase 1 & future phases

Phase 1 Substation must be above flood level/
screens proposed student accommodation BOH

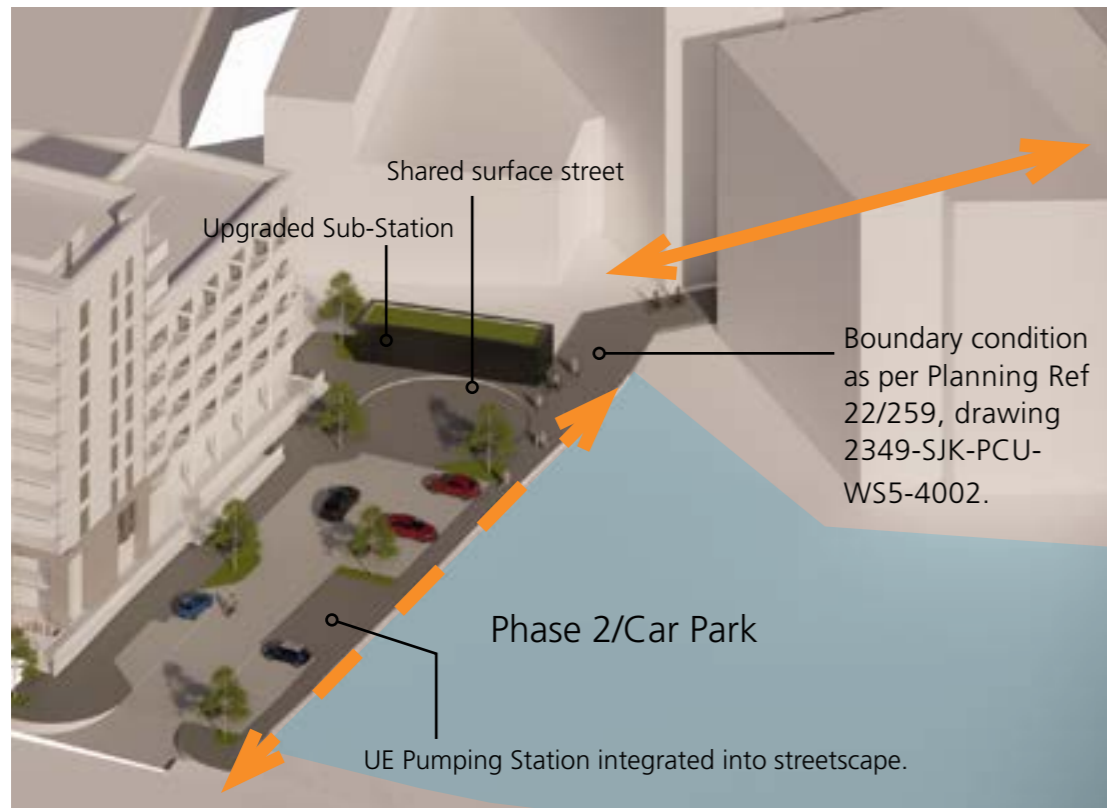


Current proposal showing pedestrian/shared surface street and cycle route through.

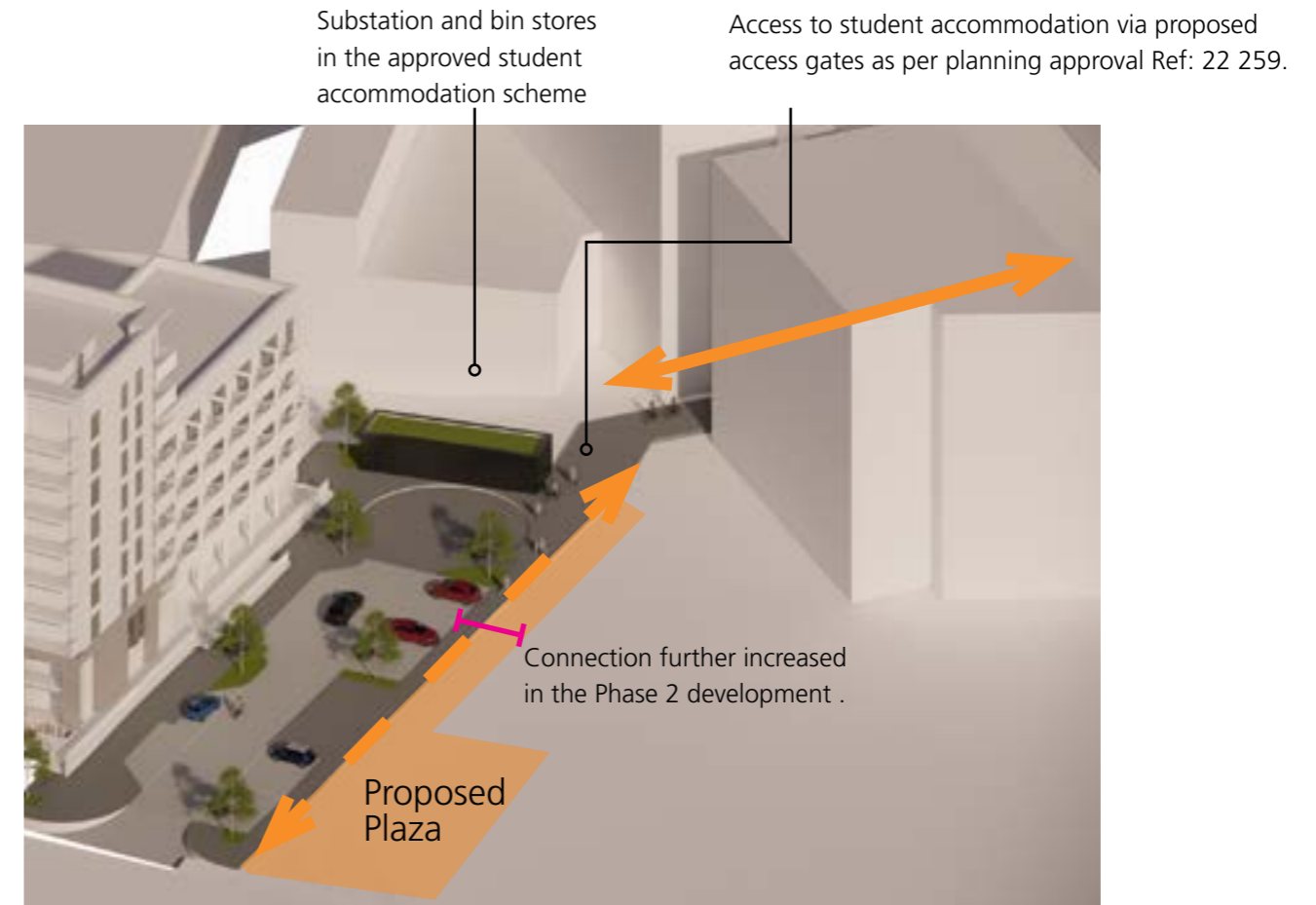
Connection through the student accommodation scheme.

Boundary condition as per Planning Ref 22/259, drawing 2349-SJK-PCU-WS5-4002.

Proposed Sub Station to be upgraded to aid streetscape while working with the site constraints/levels.



E/W connection Phase 1



E/W connection Phase 1 & future phases

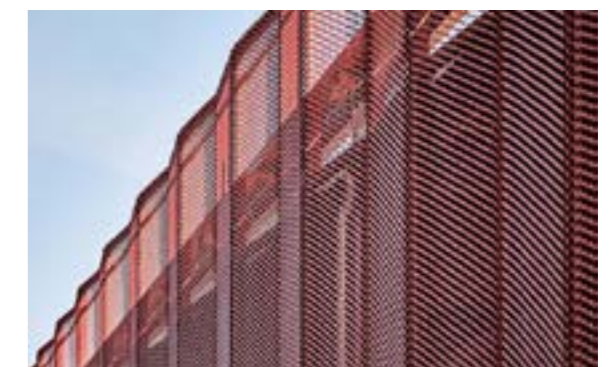
In accordance with Condition 6, the feasibility of a through-traffic route accommodating pedestrians, cyclists, and vehicles was examined in the early design stages. However, while pedestrian and cycle movement will be facilitated, a through-route for vehicles was determined to be not possible for Phase 1 proposal due to:

- Ongoing engagement with the student accommodation developer and potential management/security concerns.
- Boundary treatments, as per Planning Amendment 22/259, showing gate access which will be subject to operational issues and may restrict emergency access and turning for the Phase 1 proposal.
- Ensuring traffic calming measures and safe environment for the creche drop-off.
- Further detail regarding future vehicle connections are explored on the next page.

As a result, the Phase 1 design prioritizes traffic calming measures, sustainable transport solutions, and active engagement. The Phase 1 proposal scheme provides a controlled public pedestrian and cycle corridor, integrated with a shared surface area and designated crossing points to enhance pedestrian safety and accessibility. This design mitigates the risk of unrestricted vehicle movement while fostering a safer environment, particularly for crèche drop-off activities. Additionally, all essential infrastructure has been strategically positioned above predicted flood levels to ensure compliance with regulatory requirements.

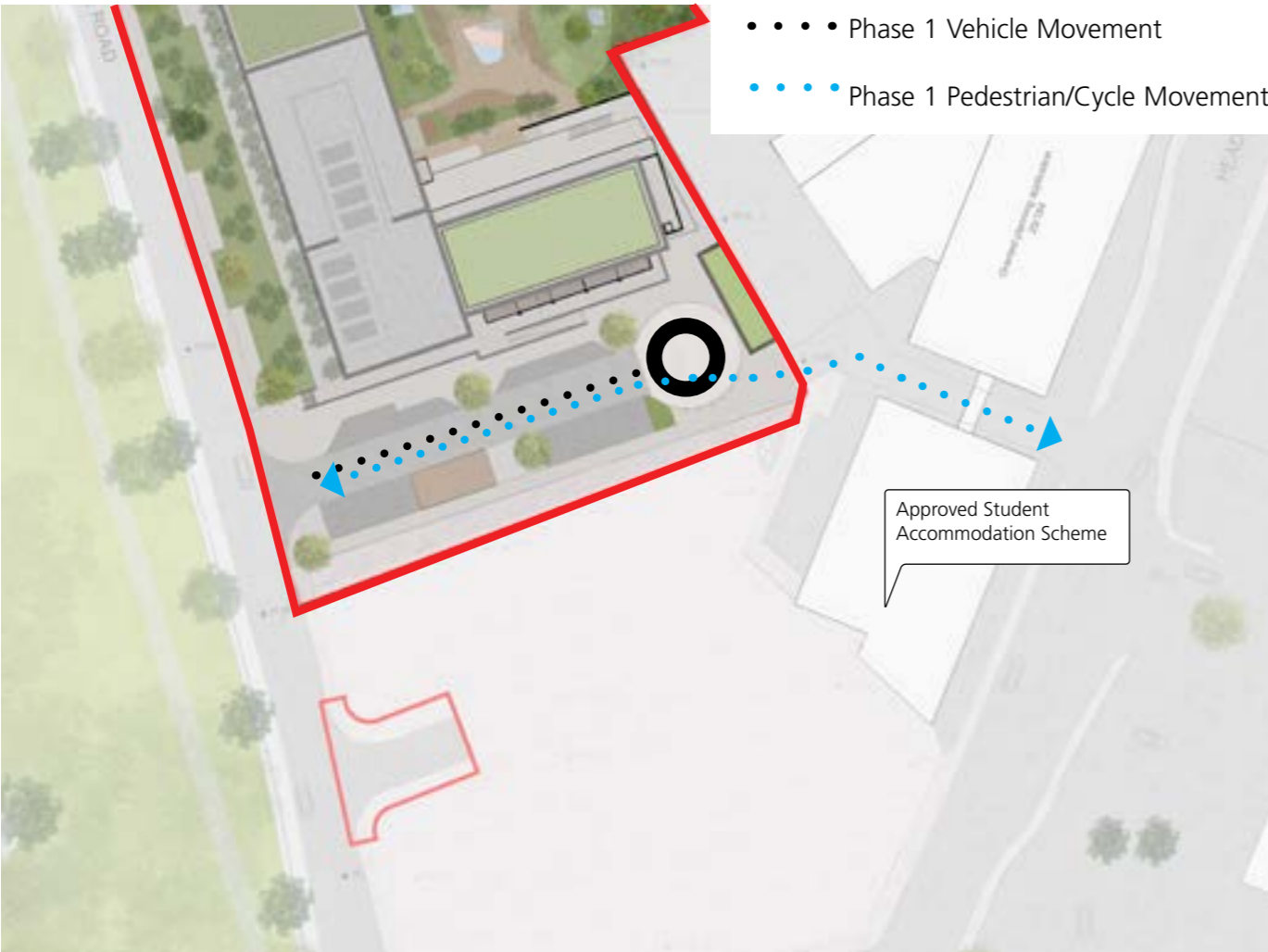
This approach aligns with the overarching sustainability strategy for the development, which includes a low parking provision to support the creation of a greener, more connected urban environment within Phase 1.

Furthermore, to ensure resident safety and maintain emergency access, the design incorporates appropriate turning provisions within the Phase 1 site.



Examples of upgraded substation design external facade

E/W connection Phase 1



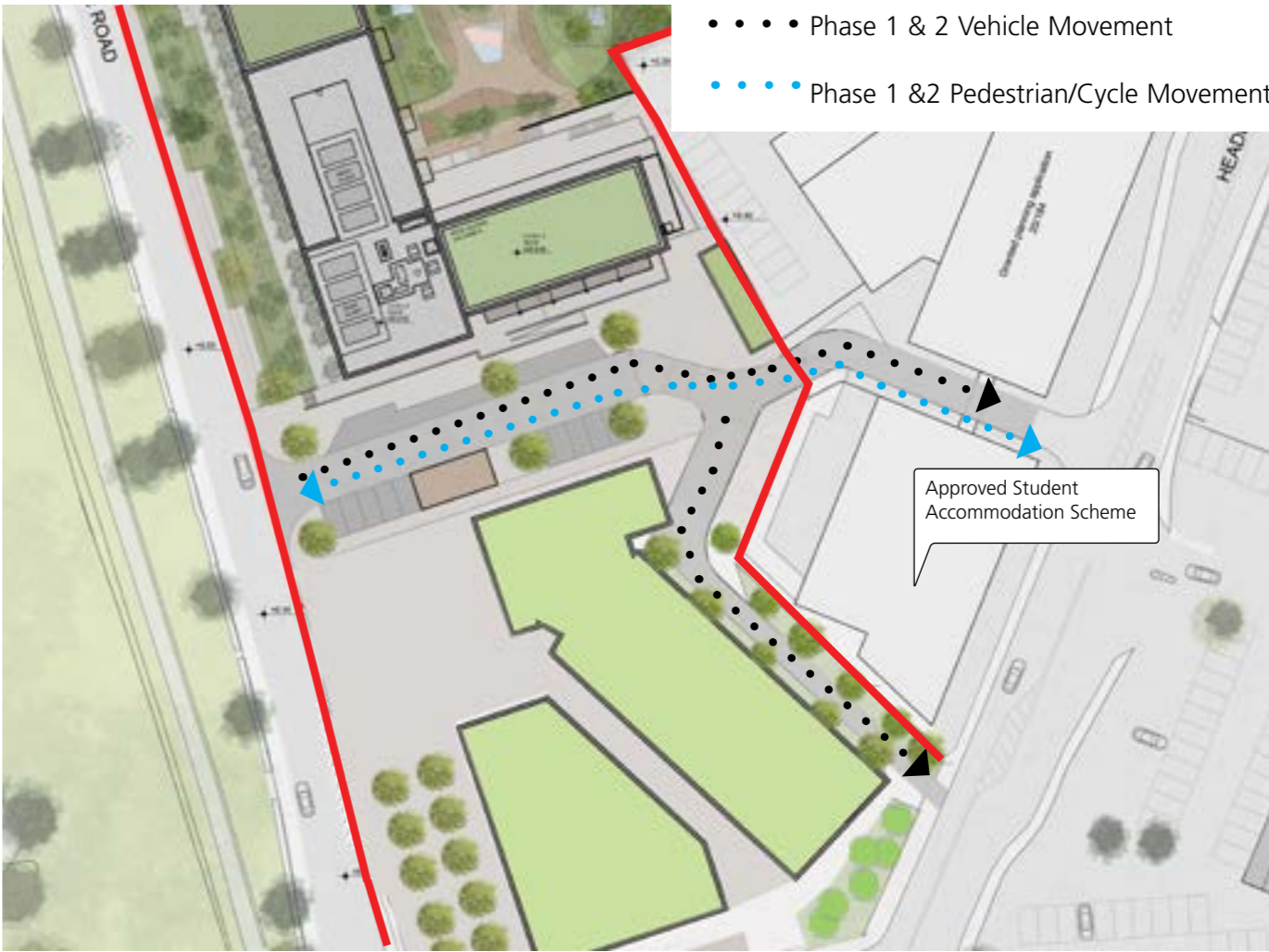
The Phase 1 application proposes a shared surface street to the south of the proposal. It introduces a turning head as the site must provide appropriate access without requiring access through 3rd Party Lands.

This is considered the first phase of the public street connecting to the Headford Road. There is no commencement notice for the Student Accommodation Scheme and this client has stated concerns regarding vehicle access, sighting operational issues.

The proposed Phase 1 street design provides:

- All essential infrastructure that this development requires above predicted flood levels.
- Fire tender and refuse turning within our southern street design.
- Removes the need for reversing manoeuvres at the crèche drop off and provides a suitable turning head, reducing road safety concerns.
- Provides a safe shared surface environment for all users, with crossing points for vulnerable users.
- Satisfies Condition 6 of 22/259 amendment application of the approved student accommodation 20/184 of providing pedestrian and cycle movements. Vehicle movement will be satisfied in the Phase 2 design/ subsequent application.
- The connection to the shared surface student accommodation area is provided that will enable full vehicle connections in the future.
- Prioritises sustainable transport solutions first (cycle and pedestrian permeability).

E/W connection Phase 1 & future phases (with regard for Condition 6 - 22/259)



The Phase 2 application will;

- Allow an update of the southern street.
- Removes the need for a turning head as through access will be provided either via the student accommodation (subject to construction) or via the eastern edge of the Phase 2 site (as set out in the Development Framework).
- As this is GCC lands the access can be guaranteed and removes the need to turn as in the Phase 1 application.
- New junction to Headford Road (Phase 2 or student accommodation) is subject to confirmation from GCC road departments.
- Access through the Student Accommodation scheme will be subject to this area being taken in charge with access unrestricted.
- This route through Phase 2 or the adjoining student accommodation scheme will satisfy all of Condition 6 providing vehicle movements.

3.3.4 Site Permeability
North/South (eastern street):

The design team was requested to consider how boundary conditions may change over time with the redevelopment of the retail park.

The design team integrated a future north-south connection into the current design. Although the LAP for the retail park has not yet progressed, we have ensured that the design of the east boundary can accommodate future developments. This potential north-south connection has been explored in earlier sketches regarding future connectivity.

A key priority is ensuring that the communal amenity space for Phase 1 residents is not compromised by future developments. We have ensured that future connections integrate cohesively with the proposal, allowing adaptability while maintaining current-day security for residents. Ensuring a comfortable setting for residents in the current built context is a key criterion for the Phase 1 design. The current Communal Amenity Space (CAS) for the development is oversized to allow for future connections to be accommodated within this zone. Further detail on CAS measure can be found in the LDS.

This proposal looks to retain and enhance the existing boundary condition, securing as required. Additional planting is consider for the current outlook for residents. This planting will shield residents from the rear of the retail park. A buffer area has been incorporated into the communal amenity space, which can be integrated into the street design if needed. The potential new street to the east of the proposed block aims to integrate into the potential master plan for the Headford Road area.

This design has the potential to evolve into a vibrant, mixed-use street, integrating a variety of uses within any future redevelopment of the retail park. The Phase 1 eastern façade has been carefully considered in line with the broader scheme, ensuring it functions effectively within the current context while remaining adaptable for its future role as part of a dynamic, mixed-use streetscape.

Existing Boundary condition retained and secured as required to ensure residential safety.



Eastern Boundary Phase 1

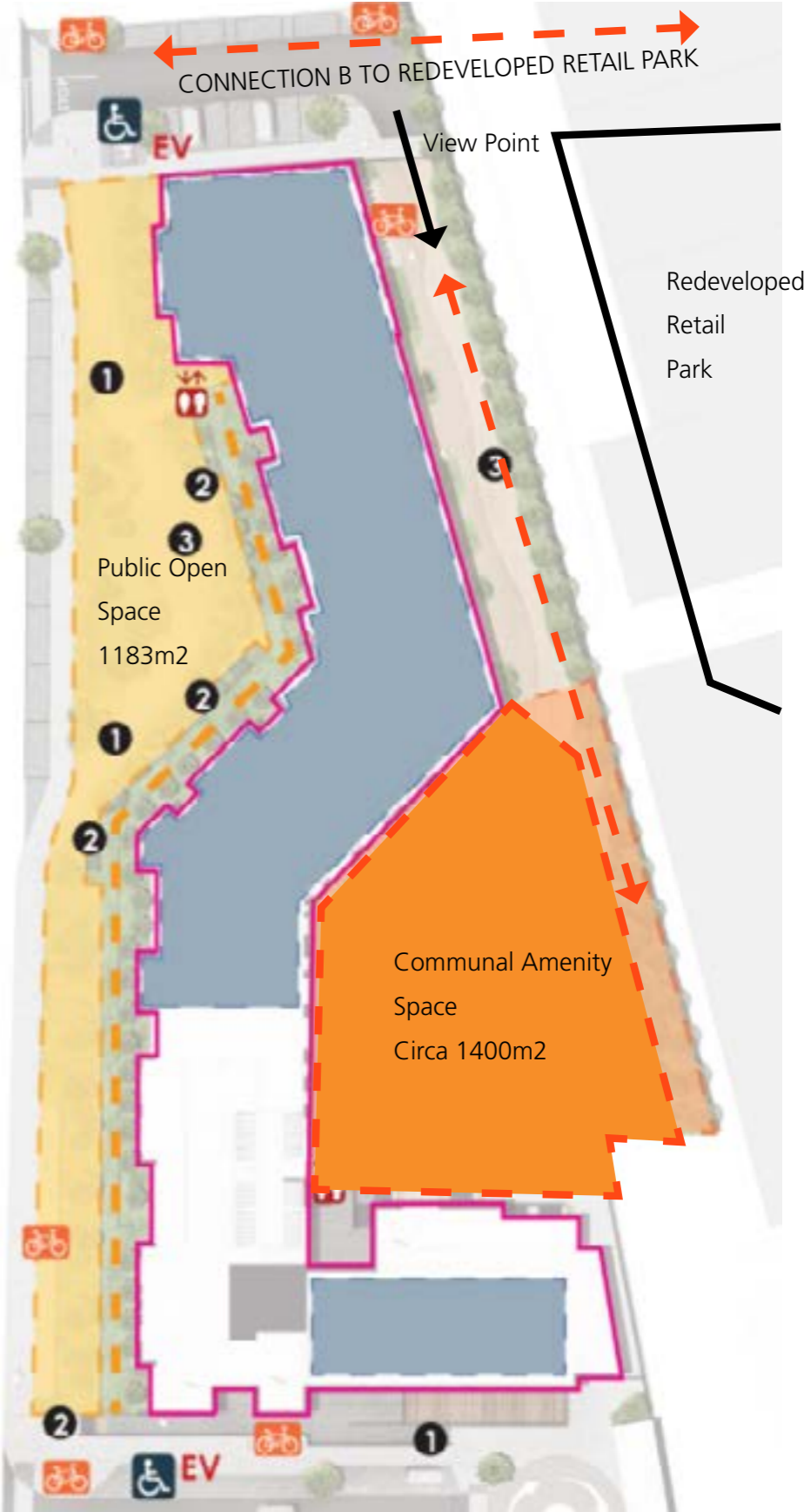
KEY:

- Communal Amenity Space
- Future Links





Eastern Boundary Future Phases



CAS reduced (still above min requirements) enabling new eastern street

3.3 Urban Design

3.3.5 Site Phasing

To enable the delivery of the Corrib Causeway site, various phasing options were considered during the master planning stage. The Development Framework outlines the proposed phasing plan.

Key considerations for phasing include:

- The Blackbox site is currently operational with no relocation plans. This area will be the last to be developed (Phase 3).
- The northern section of the existing Dyke Road car park is underutilized and offers public land for development (Phase 1), as evidenced by surveys in the accompanying Traffic & Transport Assessment.
- The southern section of the Dyke Road car park provides the best connection to the city and a future pedestrian/cycle bridge. This site is identified as the most commercially viable for mixed-use activities, in line with the site zoning and the Galway City Development Plan 2023-29, which envisions a vibrant mixed-use area with commercial, residential, cultural, civic, and amenity facilities.
- This phasing approach allows for a reduction in the parking area while ensuring the most utilized part of the car park remains available until Galway City Council advances plans for the Phase 2 and 3 areas
- Draft Headford Road Framework Plan 2009 provided general details on the location of key uses.

Galway City Development Plan 2023-29 also states:

The redevelopment of this site by the LDA has potential to transform this area and be a catalyst for regeneration of the wider Headford Road area. Investment at this location can create a driving force for further similarly scaled projects on the adjacent regeneration sites. The scale of the development could transform the character of this greater area, reversing the current sterile environment to one of a livable urban quarter.

As an LDA project, the residential element of development will include for affordable housing options. Other uses may include office/commercial use as well as provision of civic, cultural and arts infrastructure. There is potential to explore innovation and research uses allied to Uni-

versity of Galway with enhanced linkage to the university made possible with the proposed new pedestrian and cycle bridge. Any development will be required to be an exemplar in architecture, urban design and placemaking and deliver a high-quality public realm linked to the wider green network.

As the uses for the Phase 2 lands are still being considered, Phase 1 has come forward in this Part 10 application to deliver affordable housing and creche with the ambition to initiate the overall development of the Corrib Causeway site and the broader Headford Road Regeneration Site.



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Section 4.

Phase 1 Design Proposal

4.1 Site Arrangement

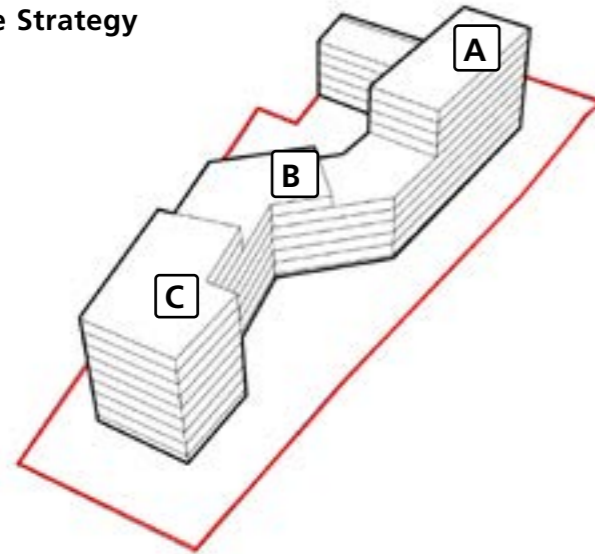
The proposed site layout works to provide the most efficient layout on the site, accommodating the needs of the site due to topography and specific flood requirements.

- The massing and cranking nature of the scheme ensures the courtyard or communal amenity space is protected from the prevailing south-westerly winds that affect the area.
- The form clearly defines public space to the west and private space to the east.
- The continuous block ensures a continuous internal corridor that enables evacuation to the south in the event of an emergency.
- Additionally, a boardwalk provides additional evacuation if required.
- 3 cores with separate access are provided to ensure daily use of the block works well for residents and management.
- The proposed layout provides primarily east/west orientation for the apartments, optimising river views.



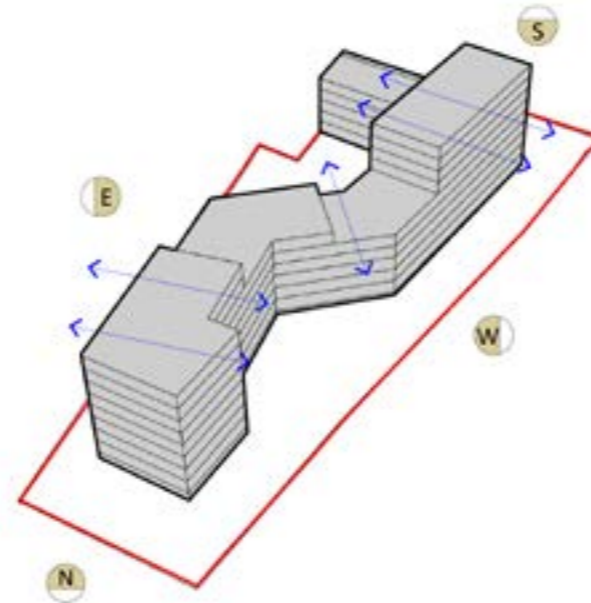
4.1 Site Arrangement

4.1.1 Site Strategy



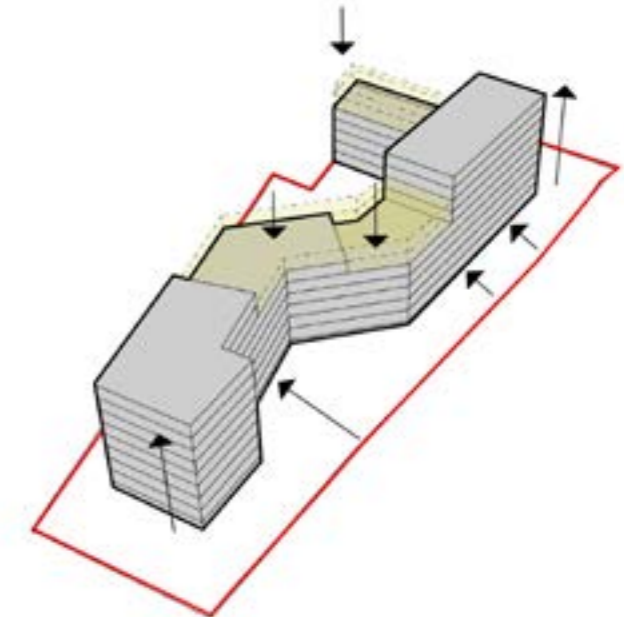
Layout

The block is set out as a cranking linear form creating public open space to the river side (west) and communal amenity space (east), broken into 3 cores with separate entrances and access.



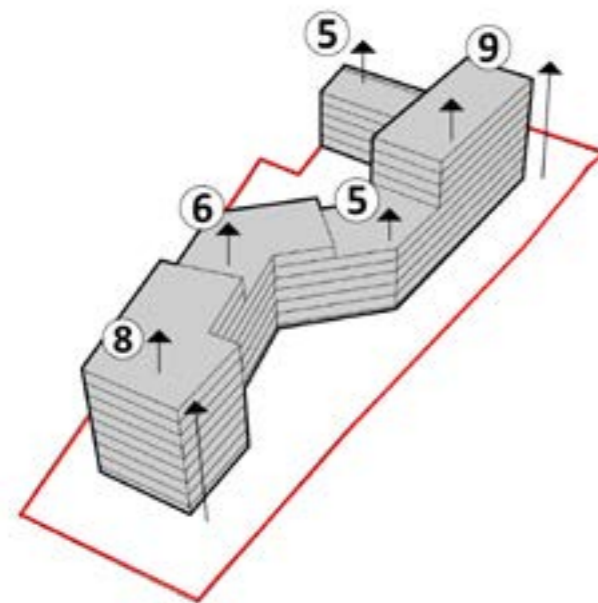
Aspect

The site benefits from a north south axis. The block has been angled to ensure maximum number of homes avail of east/west sunlight.



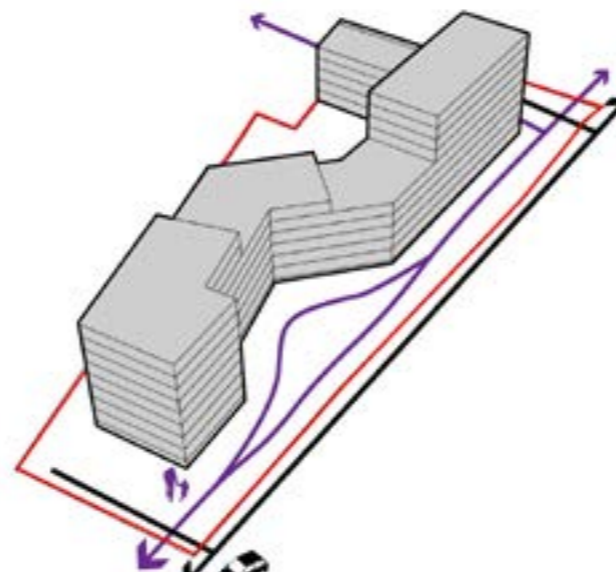
Massing

The block varies in height to help break up the overall mass. The building steps up on the southern corner to denote this key corner and connection to the city. The block is pushed back on the river edge to create additional public open space.



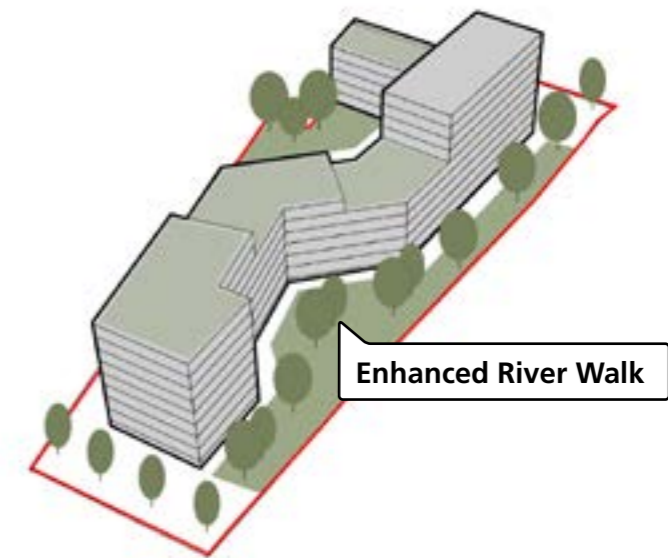
Height

The proposed height of the block is typically 5/6 stories rising up to 9 stories on the key approach corner and stepping up on the north to bookend the block. The heights look to follow the guidance as set out in the Draft Headford Road Framework and adjoining approved application.



Access

Vehicular access will be provided at both the north and south of the site. The proposal will look to enhance the pedestrian connections to the local park. Prioritization of pedestrian friendly spaces including shared surfaces will be applied to the communal amenity space to facilitate required maintenance access/create an accessible environment for all.



Landscape

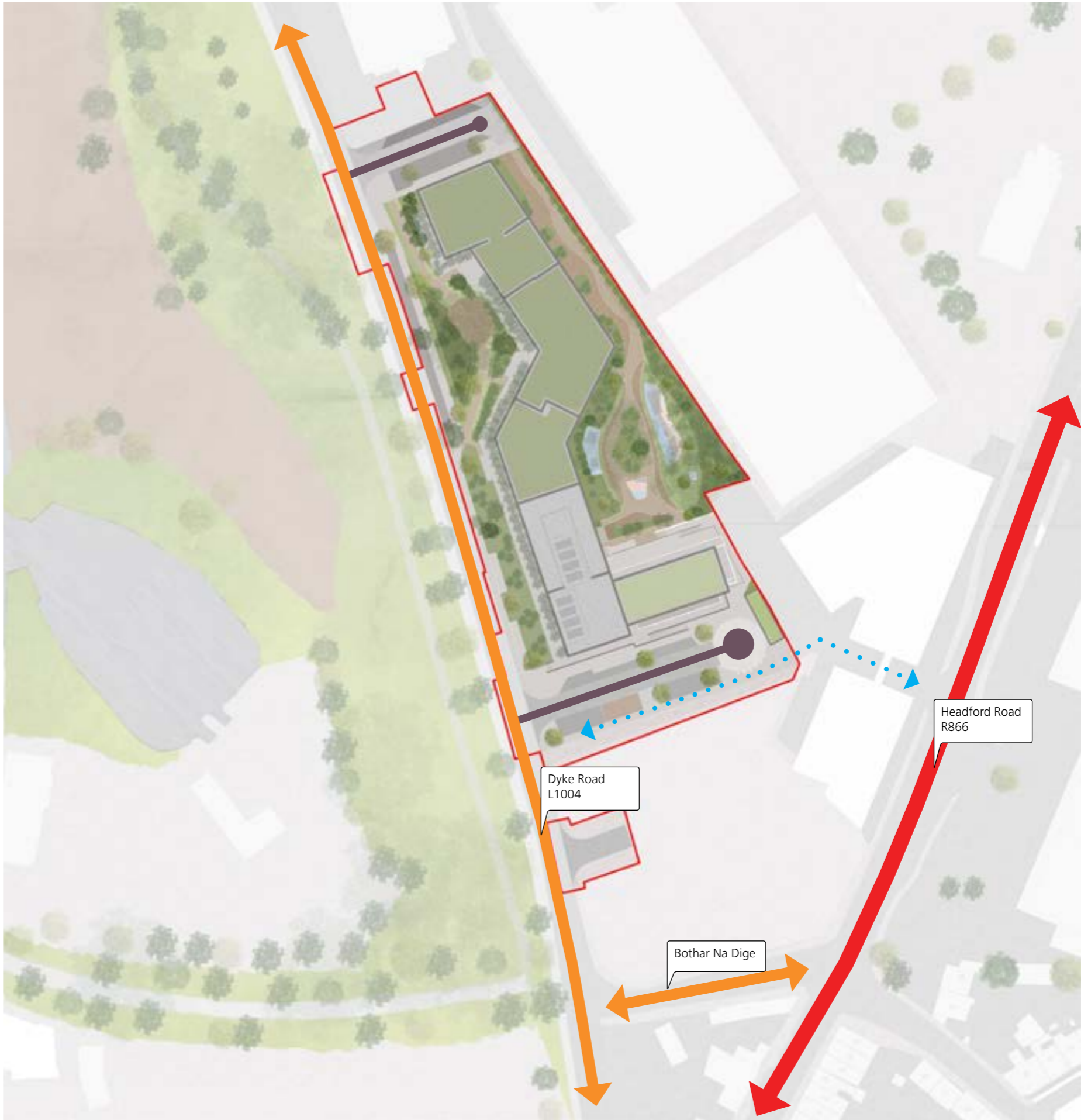
High quality open space will be provided for residents. Better connections and enhanced SUDS systems will be proved along the river edge to connect to the local park. Green and Blue roofs will also be explored to enhance the biodiversity of the proposal.

4.1.2 Site Layout & Access

There are two main access roads to the site for cars- one at the southern and the other at the northern end of the block. These will also be used for the Creche and any service vehicles. The public park to the western side means that this frontage will be permeable for the public who are offered amenities in the form of green infrastructure and a raised boardwalk.

LEGEND

- Site Boundary
- Existing Primary Road
- Existing Secondary Road
- Proposed Road
- Pedestrian/Cycle Access





4.1.3 Public Realm Contribution

Designing an attractive and safe public realm is essential in creating a vibrant and welcoming residential neighbourhood. The proposal adopts several strategies which aim to deliver this;

Streets and pavements are designed to be safe and accessible for all users, including pedestrians, cyclists and drivers. Raised tables have been incorporated as traffic calming measures, streets are well lit and overlooked by apartments for passive surveillance.

Building entrances are clearly defined.

Green infrastructure and sustainable design elements such as green roofs are provided to manage stormwater and promote biodiversity.

Play spaces are provided within the communal spaces to encourage community involvement and give residents a sense of ownership and pride in their neighbourhood.

Additional detail of the public realm design can be found in the LDS.

Public Open Space
1183m2

Green Roof

Boardwalk

Northern Street
enabling future
connections

Galway Retail Park

Communal Amenity
Space
1605m2

Shared Surface
Public Street

Existing Car Park



Boardwalk

The design of the boardwalk aims to create a lightweight solution that provides a secondary means of escape for residents in case of fire and flood events.

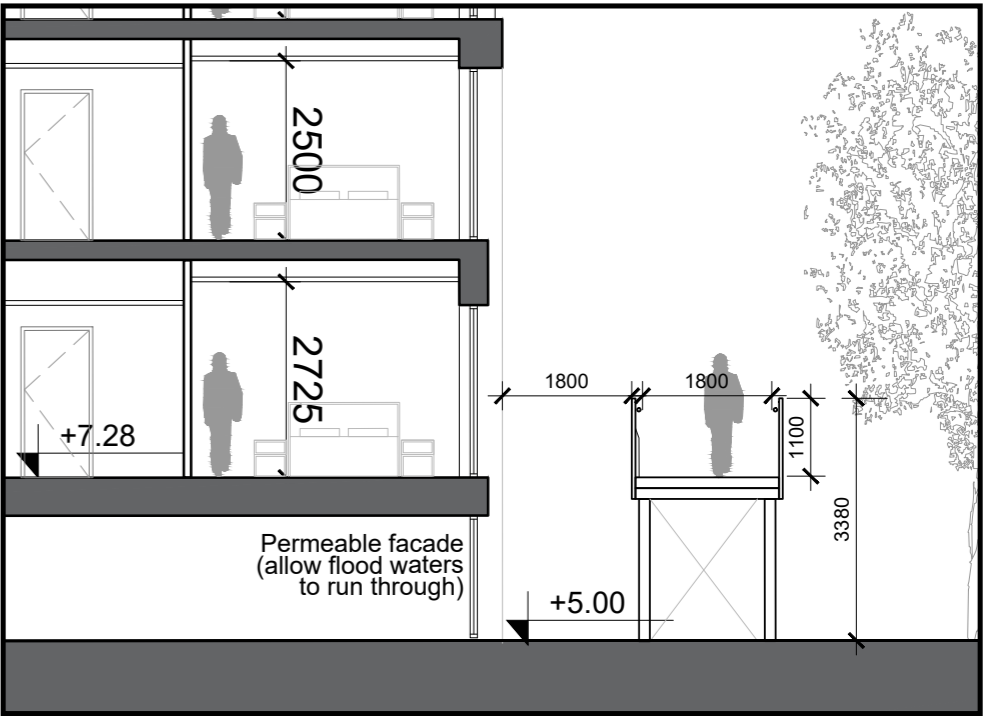
In daily use, the boardwalk offers access for residents to their individual cores. The design aims to enhance the streetscape of Dyke Road. The boardwalk will be elevated over the landscape below, marking the beginning of the green corridor connecting to Terryland Park.

The boardwalk serves as a critical spatial element, delineating public open space from private residential areas. It ensures seamless block access for residents while fostering a harmonious relationship with the landscaped area to the west. The lightweight structures lightly interact with the ground, offering a visual and functional counterbalance to the main architectural form.

Structural efficiency is achieved through the use of “V” columns, designed to optimize span length and material usage. These will be refined in collaboration with the structural engineer during the

next project stage. For safety and usability, integrated lighting is proposed along the handrails, enhancing visibility and accessibility. Defensible planting is proposed to the undercroft area to restrict any access.

Additional details are included in a specific drawing, which also addresses access considerations during severe flooding event to ensure resident safety.



Boardwalk Section - showing levels, permeable lower ground floor .

Proposed view of Boardwalk integrated into the Public Open Space .

Boardwalk Examples

Boardwalk Example:
Meeting Pods Cherrywood,
MOLA Architecture



Boardwalk Example:
Gowan House LRD Dublin 12,
HKR



Boardwalk Example:
Youghal Eco Boardwalk
Sorensen



Boardwalk Example:
Marina Park Walkway Cork
OKRA



4.2 Density

Key Information:

Planning Site Area:	1.1144ha
Total Gross Floor Area:	18874 (including plant)
Heights	5-9 storeys
No of units	219 units
Approx Plot Ratio:	1:1.90 (based on net site area of 0.95ha)
Approx Site Coverage	0.35 (based on net site area of 0.95ha).

Galway City Development Plan 2023-2029

11.9.2 Site Coverage and Plot Ratios for CI and I Land Use Zones

The development intensity standards of site coverage and plot ratio are designed so as to help prevent the adverse effects of over-development. Site coverage and plot ratios are given in Table no.11.4. The figures are the maximum attainable only under optimum site conditions. The site coverage is determined by dividing the total area of ground covered by the building by the total area of the site.

Ratio Table 11.4 Site Coverage and Plot for CI and I Zoned Lands

Zone	CI	I
Maximum Site Coverage	0.80	0.80
Maximum Plot Ratio	1.25	1.00

- In the case of infill development in an existing terrace or street, it may be necessary to have a higher plot ratio in order to maintain a uniform fenestration and parapet alignment or to obtain greater height for important urban design reasons. In such circumstances, the Council may allow an increased plot ratio.
- Where a site has an established plot ratio in excess of the general maximum for its zone, re-development may, in exceptional circumstances, be permitted in line with its existing plot ratio if this conforms to the proper planning and sustainable development of the area.
- Minor extensions, which infringe plot ratio or site coverage limits may be permitted where the Council accept that they are necessary to the satisfactory operation of the buildings.
- On CI zoned lands, where it is proposed to provide, above ground level, an amenity open space area in association with residential accommodation, this space may be accepted as open space for site coverage purposes where it is designed in accordance with best practice guidelines and where the management regime is integrated into design proposals. Micro climate conditions shall be a factor in the design and layout.

Density

Within the ‘Galway Urban Density and Building Heights Study’ there is clear reference made under Section 17.3 that the redevelopment of the Headford Road area provides significant opportunities and that there is scope for greater density with a mixed use development capacity to deliver 50+ dph.

The ‘Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities’ state that for city centre sites (Galway City included), it is a policy and objective of the Guidelines (Policy and Objective 3.1 refers) that residential densities in the range of 100-250 DPH shall be generally applied in the city centre area.

The proposed plot ratio of 1:1.90 is in line with the recently granted student accommodation adjacent to the site which sets a precedent for a higher plot ratio in the area.

The current proposal delivers a residential density of 231 units per ha which is based on a residential proposal of 219 units on a net site area of 0.95ha.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities Section 3.4- Refining Density

Table 3.8: Accessibility

High Capacity Public Transport Node or Interchange

- Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’¹² stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- ‘Planned public transport’ in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

The site is located approximately 650m north of Eyre Square, 800m north of Ceannt Train Station and Ceannt Bus Station. All of this makes the site highly accessible to pedestrians, cyclists, public and private transport and is considered a Sustainable Location. Further detail can be found in the Outline Mobility Management Plan.

4.3 Design Development- Height, Scale & Massing

The ‘Galway Urban Density and Building Heights Study’ published by Galway City Council in September 2021 is heavily referenced in the Galway City Development Plan 2023-2029. Section 17.3 of that document sets out a clear context for height for this site with no notable upper limit set for height. This document recognises that within the Headford regeneration area, where large sites are capable of generating their own character, there is scope for greater height if designed carefully as demonstrated in approved developments.

The current strategy provides for height of 5 stories rising up to 9 stories on the key approach corner and stepping up on the north to bookend the block. The building predominantly follows the line of the Dyke Road, creating strong road frontage, cranking in form to break down the overall massing. This also allows for quality open spaces to form in the spaces left between.

Urban Development and Building Height Guidelines (2018)

- The Guidelines provide for a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.
- Parameters for building height are dependent on a set of development management criteria, which will be considered as part of any planning application brought forward.

Section 3.2 Development Management Criteria

- The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.
- Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.
- On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.



4.3 Design Development: Height, Scale & Massing

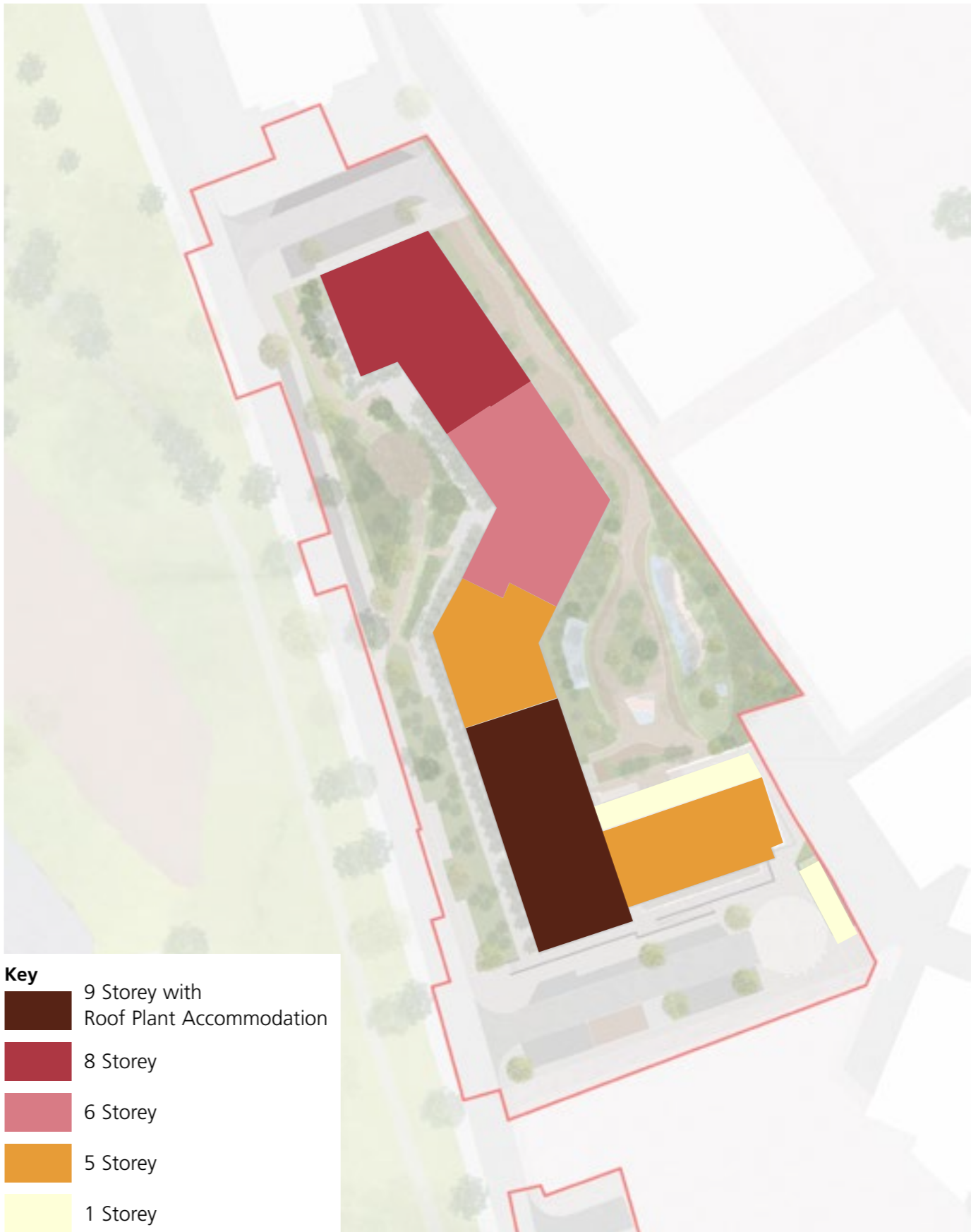
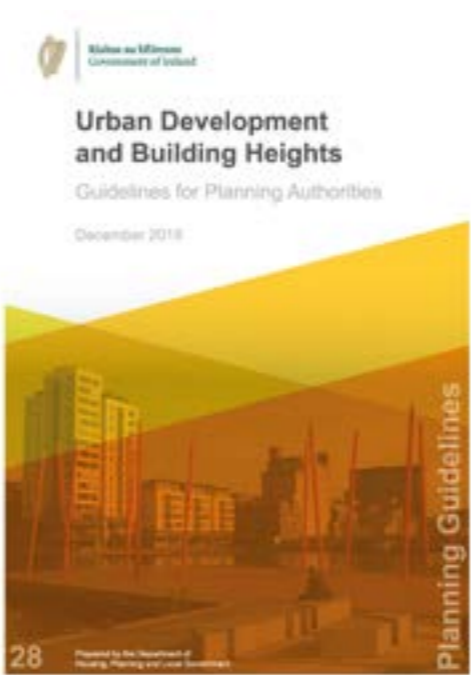
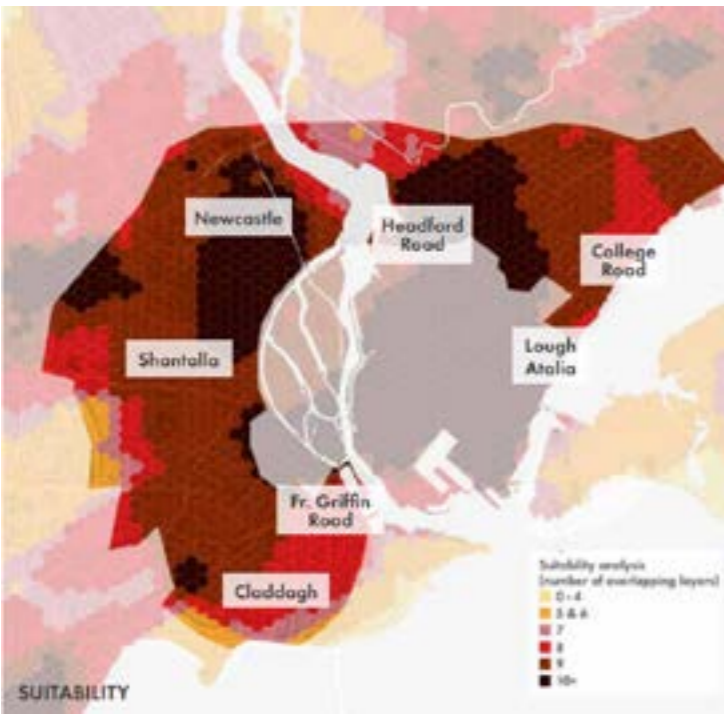
GCC Urban Density and Building Heights Study (2021)

- This document defines the site as an ‘Inner Residential Area’.
- Places that are well connected, well served by retail and community infrastructure, that have good access to public open space should in the first instance be considered the most suitable areas for higher density development.
- The proposed site is defined as suitable for 9-10 storey development (see below). The site’s heritage should also be considered so any increased heights do not negatively impact this. A cultural heritage impact assessment (as part of Chapter 16 of the EIAR) of the site showed that there were no impacts on local heritage due to the site’s location
- The report notes that the Galway Development Plan highlights areas for regeneration, which include the Headford Road area

It specifically mentions Headford Road Area:

Densities could be significantly increased to create a high density new northern neighbourhood for the city centre, with the Headford Road axis as its High Street.

Galway Urban Density and Building Heights Study, P121



4.4 Separation Distances

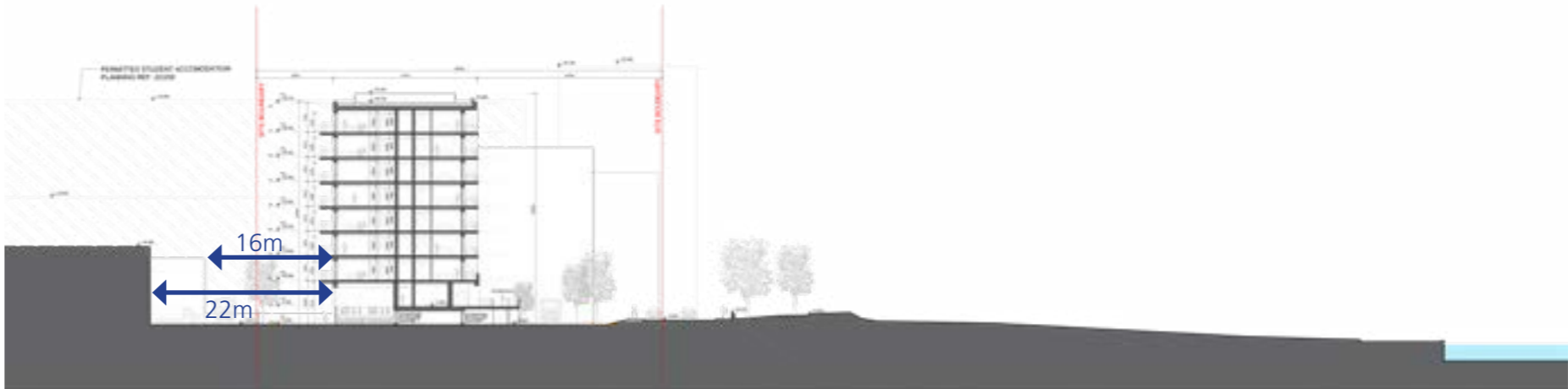
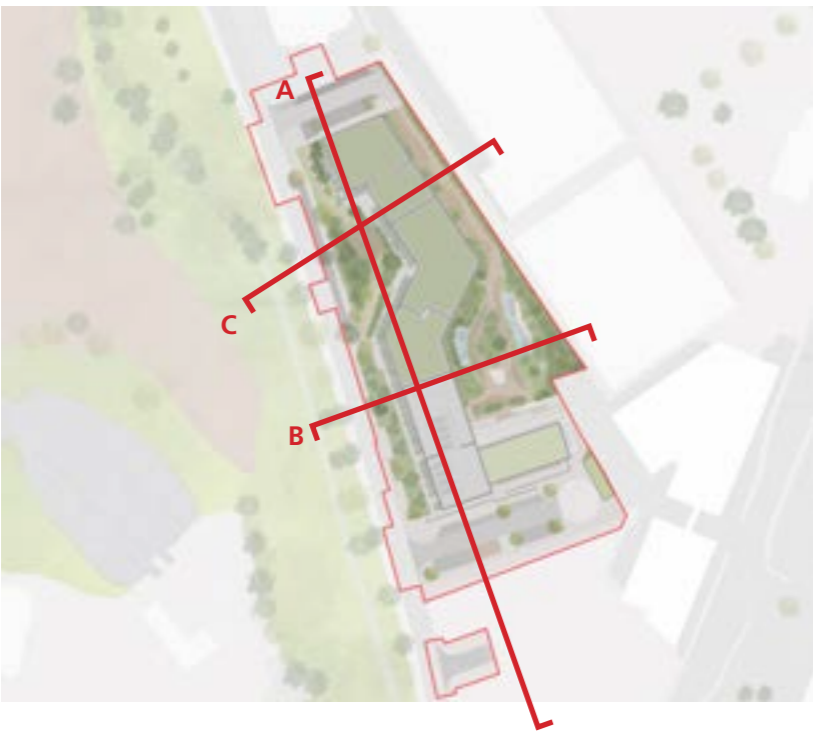
The buildings have been set out to achieve ample separation distances between the proposal and neighboring buildings. These proposed distances ensure that neighboring buildings are not overshadowed and adequate privacy is maintained between existing buildings and proposed dwellings. Another benefit is that private amenity spaces, courtyards and apartments receive high levels of daylight.

Generally distances of 16 m are met or exceeded between adjoining buildings.

Any separation distances below 16 metres are in circumstances where there are no opposing windows serving habitable rooms. Stairs core D (façade facing student accommodation scheme) also looks to utilise a perforated metal cladding to prevent undue overlooking of the adjoining scheme. No habitable rooms are on this façade.



4.5 Site Sections



Section AA

4.6 Compliance with Development Plan Policy

Principles of Good Urban Design	
Table 8.1 Key Principles in the consideration of good urban design that will be promoted in development:	
Character	The promotion of character by reinforcing the local distinctiveness, identity and sense of place. The typology of streets, layout of parks, open spaces, the natural heritage and the urban morphology contributes to character which evolves over time. New development should enhance this character.
Legibility	The creation of places that are easily recognisable, and while part of the overall city, they have their own identity through recognisable landmarks and/or streets. New development should enhance the legibility of the surrounding place.
Ease of Movement and Connectivity	The promotion of accessibility, permeability and universal access making places easy to get to and move within. Ease of movement within a city centre may be through pedestrianisation schemes, creation of new streets, and permeability through shops. In the wider area it may be through enhanced public transport, provision of greenways and linkages from residential areas to local services and facilities. New development should ensure maximum permeability and accessibility for all.
Quality of the Public Realm	The promotion of streets and public spaces that are attractive and safe and that allow for social interaction. The design of the public realm in any new development requires careful consideration in terms of its layout, function and use of materials such as surfaces and street furniture.
Continuity and Enclosure	The promotion of the continuity of street frontages and the enclosure of spaces by clearly defined edges which distinguish public and private areas.
Diversity and Adaptability	The creation of places that have variety and choice through a mix of uses which are compatible and viable and which can adapt to changing socio-economic conditions.
Environmental Responsibility and Climate Resilience	The creation of places which foster sustainable energy consumption and reduced carbon footprint through enhancing sustainable transportation, utilising renewable energy technologies and SUDs, enhancing biodiversity and climate adaptation measures.

Character

The architectural proposal aims to create a distinct identity for the proposed block, drawing inspiration from the surrounding cityscape. The design team carefully considered how this new development could establish a new quarter while developing a distinctive architectural language.

The proposal incorporates contextual materials and colours typical of Galway, such as grey stone, alongside contemporary elements like red and dark grey brick, to define a modern yet contextual approach for the scheme.

The selection of facade materials is integral to defining the proposal’s character, contributing to a distinctive streetscape that engages with the city at various scales. The distinctive massing of the block not only optimizes the site, enhancing views of the river, but also establishes a unique architectural form that reinforces the proposal’s identity

The Corrib River landscape also plays a crucial role in shaping the character of the proposal. The landscape design embraces a fluid, organic language, softening the hard edges that currently define the space and introducing a unique, dynamic environment that enhances the overall scheme.

Legibility

The form is characterized by a series of stepping volumes that echoing typical terraced streets with varying building heights. This design approach not only creates a distinctive streetscape but also ensures the building is perceived at multiple scales, enhancing its visibility from the river’s edge, across the city, and in the daily lives of residents.

The proposal breaks the mass into three distinct elements:

1. Bookends: These feature varied expressions at the building’s ends, grouping windows and creating a unique rhythm that breaks up the overall massing. Brick articulation at the top helps define key approach corners.
2. Stepping Massing: Varying in colour and height, these elements enhance the legibility of the form.
3. Plinth: The plinth serves as a base for the proposal, interconnecting the stepping volumes while establishing a distinctive, solid element on the lower floors. It carves entrances and openings into the structure and introduces a regular, repeating feature in the facade, aiding in the building’s streetscape presence and overall legibility.

4.6 Compliance with Development Plan Policy

Ease of Movement and Connectivity

Considering the broader scope of future development (in the absence of a statutory Local Area Plan), the proposal carefully aligns with the connections outlined in the draft Headford Road Plan 2009, ensuring that future connectivity is feasible when this area undergoes redevelopment.

East/West connections are achieved as set out in the Draft Headford Road Framework Plan, creating two connections from the Headford Road to the Corrib.

- Southern route - through the approved student accommodation scheme, ensuing pedestrian and cycle connectivity (subject to management of the student accommodation scheme).
- Northern route - potential to continue this road further into the future redeveloped retail park.

North South connections

- Connectivity along Dyke Rad is maintained and enhanced, adding a consistent footpath to the eastern edge.
- Cycle infrastructure along the Dyke Road will be enhanced (subject to confirmation)in the Dyke improvements as discussed with GCC active travel.
- Future connections are explored in Section 3 and subject to detail on the Headford Road area advancing.

Central to the proposal’s character is the commitment to creating a unique and adaptable design that remains relevant both now and, in the future, particularly in the context of future redevelopments such as the retail park.

Quality of the Public Realm

The proposal aims to soften the current hard edge along the Corrib by creating a newly landscaped area that will become part of the broader public realm. This space will feature a combination of hard and soft landscaping, initiating the enhancement of the riverside environment.

A boardwalk is also proposed to address additional accessibility needs and provide an additional means of evacuation. While the boardwalk will be open to the public, it is primarily intended for residents’ daily access to the building. The level change between the boardwalk and the adjacent spaces naturally differentiates between public and private areas.

The public realm has been prioritized in the scheme, with a focus on creating a shared surface environment where feasible. This approach integrates requirements such as turning spaces, emergency access, and drop-off points into the streetscape, ensuring an enhanced public realm for both residents and the general public.

Further details of the proposed public realm are provided in the Landscape Design Statement.

Additionally, cycle parking locations have been strategically dispersed throughout the scheme, contributing to a functional, integrated, and sustainable public realm that accommodates a variety of users.

Continuity and Enclosure

The massing of the proposal has been designed to clearly distinguish between public and private spaces. By maximizing east-west-facing apartments, the massing also creates distinct public open spaces and private communal amenity areas. The design effectively shields these communal spaces from the prevailing south westerly winds that affect the area. Early-stage design analysis explored how the proposal could protect these amenity spaces, ensuring they remain usable and comfortable for residents, particularly given Galway City’s coastal environment.

The proposal also accounts for potential future changes in the surrounding area while prioritizing the provision of private and secure amenity spaces for residents. Apartment units are strategically positioned to overlook these spaces, enhancing passive surveillance and contributing to the overall security of the development. While these spaces are semi-private, thoughtfully designed boundary conditions will maintain visual connections for passers-by, enhancing the street presence and fostering a sense of community. The goal is to create an inviting and enjoyable amenity space that enriches residents’ daily lives.

The landscape design features a fluid, organic aesthetic that extends into the communal amenity space, ensuring a cohesive approach to the overall public realm strategy. Gates and the massing design further protect these spaces, ensuring a safe and secure environment for residents.

4.6 Compliance with Development Plan Policy

Diversity and Adaptability

The scheme has looked at adaptability from the outset considering how the special and unique conditions of the site could be future proofed to facilitate adaptability in the future. Flexibility in the internal design of apartments, party walls and external walls have all been considered through the planning design with further detail due to be developed at detail design.

The proposal looks to deliver 219 units with a mix of 1, 2 and 3 bed units with independent apartments to family homes. The proposal also contains a creche and associated public realm. The current site presents proximity to several other uses, such as retail and leisure.

In accordance with national guidance, the creation of affordable housing is a key priority, as outlined in the National Policy and the GCC Development Plan 2023-2029. The site’s city centre location, within walking distance of most amenities, offers an opportunity to develop a truly sustainable community. To achieve affordable housing, it is essential to maximize delivery. Anticipating future changes in the demand for apartment configurations, the design has incorporated adaptability, allowing for the conversion of two one-bedroom units into a single three-bedroom unit. This adaptability will be further refined during the detailed design phase.

Unique to the scheme is the ability of the site design to provide flood compensation storage under the building in the event of a flood. This requirement is a current requirement for the site and ensures safety for residents but will be mitigated in the future through the Corrib go Costa Flood Relief Scheme. Further detail on adaptability is found in Section 4.11.

Environmental Responsibility and Climate Resilience

GCC have maintained their ambition to deliver an environmental responsible proposal. Key to this was the following objectives established earlier in the design process:

- Reduce Carbon
- Promote Water Stewardship
- Optimise Sustainable Land Use & Mobility.
- Enhance Biodiversity & Climate Resilience
- Promote Circularity.
- Support the Creation of Social Value.

Studies have been conducted on Biodiversity and ensuing the lowest possible Embodied Carbon measure is achieved in the design. Both elements will be further developed during detail design. Adaptability and disassembly have also been considered in the design to promote circularity and future uses.

Consideration has also been given to:

- Non fossil fuel heating system and possibility to use district heating systems in the future.
- Integrated SUDS features in the public realm.
- Green roofs and aiding biodiversity.
- Sustainable location to easily ensure sustainable transport options.

The proposal aims to deliver a forward-thinking climate resilience scheme, ensuring the design accommodates evolving flood patterns linked to climate change. This approach not only prioritizes the continuity of daily life for residents in the event of a flood but also allows the scheme to function effectively both before and after the implementation of the Flood Relief Scheme (FRS). Comprehensive details on this resilience strategy are available in the Site-Specific Flood Risk Assessment prepared by AECOM.

4.6 Compliance with Development Plan Policy

Chapter 8

Chapter 8 of the Galway City Development Plan focuses on Built Heritage, Placemaking and Urban Design.

8.2 Record of Protected Structures

Moore Group prepared a cultural heritage impact assessment (forming part of the EIAR) of the potential impact of a proposed development at Dyke Road, Galway City.

There are no NIAH or RPS sites within the immediate vicinity of the subject site. As the proposed development will not result in any impacts on the architectural heritage resource, no cumulative impacts have been identified.

8.3 Architectural Conservation Area

There are no ACAs in the immediate vicinity. The closest ACA is the City Core of Galway city which, at its nearest is roughly 370m southeast of the subject site.

8.4 Vernacular Heritage

The subject site contains no buildings on it. There is no potential impact to a building of vernacular heritage.

8.5 Archaeology

There are no recorded archaeological sites in the immediate vicinity of the proposed development. No cumulative impacts upon the archaeological resource have been identified, as any remains that may be identified within the proposed development area will be fully excavated and recorded.

8.6 Industrial Heritage

The River Corrib was an historic industrial amenity for the city of Galway. This development celebrates the River Corrib by offering greater connections to it and improved views from the site.

8.7 Galway City Walls

This development adheres to the Galway City Walls Conservation, Management and Interpretation Plan (2013).

8.8 Urban Design and Placemaking

This development proposes to replace the “hard” edge between the Headford Road retail park and the Corrib by a new “living” zone, a buffer in which land and water cohabit. The development forms a gateway for Galway City from the River Corrib. The existing site is a car park and is lacking a sense of place. The proposed Corrib Causeway development will give an identity to the area through the provision of housing and green infrastructure, harbouring a sense of community. There is a public open space proposed along the Dyke Road, offering green spaces and a raised boardwalk and cycle routes.

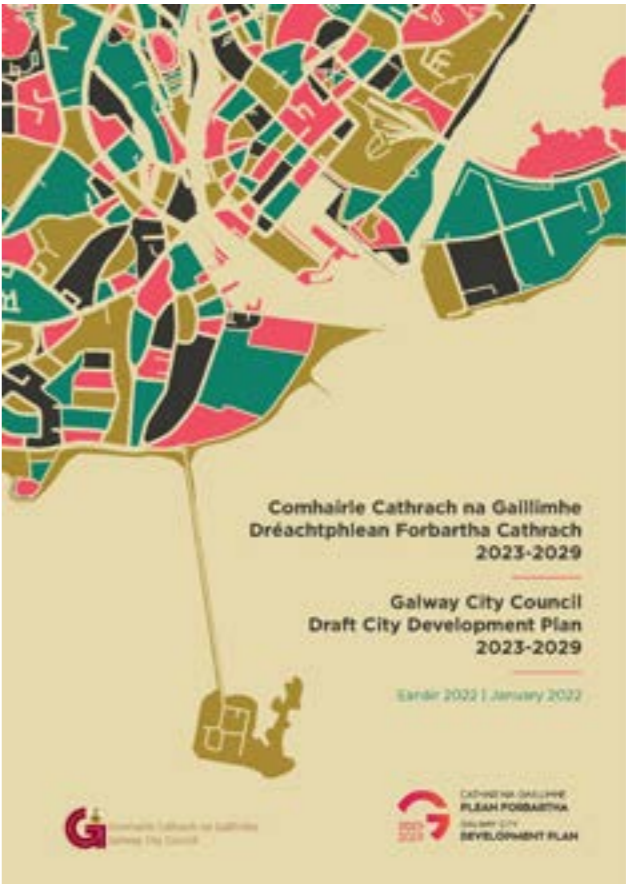
Once the green infrastructure is established, a network of pedestrian, jogging and bicycle paths will open up the site to the many amenities at its doorstep: the Corrib, Terryland Forest Park, Galway Shopping Centre and the wide Headford Road Area, Galway Town Centre and University of Galway via the proposed Clifden Railway Bridge.

Car parking has been minimised across the site in accordance with SPPR4. There is a greater focus on quality open space and the provisions of bicycle parking. Parking areas will comprise quality surface treatments that promote sustainable drainage and are in keeping with the palette and quality of building materials used elsewhere in the neighbourhood.

8.9 Public Realm

The public realm will be accessible to all. The new public open space will provide a new public space, which can help bring the community together. The park will provide seating areas and a children’s play area. Public and private areas throughout the scheme will be defined by soft and hard landscaping treatments. Previously all car park – now revitalized with open spaces and walkways which can be used by the general public as well as residents. Green infrastructure and sustainable design elements such as green roofs are provided to manage stormwater and promote biodiversity. As the building is set back from the road to allow for a public park and walkways, this proposal gives back by increasing the width of the Dyke Road to allow for pedestrians and cyclists to have a more comfortable journey along it. The design of the boardwalk aims to create a lightweight solution

that provides a secondary means of escape for residents in case of fire and flood events. In daily use, the boardwalk offers access for residents to their individual cores and aims to enhance the streetscape of Dyke Road. The boardwalk will be elevated above the landscape, fostering a sense of openness while defining the transition between private residential spaces and inviting public amenities.



4.7 Architectural Treatment

4.7.1 Form

The building form is conceived as a series of stepped volumes, dynamically angled to create a balance between public and private spaces. To the west, the design opens up to accommodate a vibrant public realm, while the eastern side provides a more secluded communal amenity space. These angular shifts result in a varied architectural composition, offering unique moments and interplay along both the east and west façades.

At the northern and southern extremities, the building culminates in distinct architectural “bookends,” marking key entry points and establishing a striking visual identity upon approach. These prominent corners are designed with a language and form of their own, creating a sense of landmark presence within the urban context.

The proposed façade features a dynamic expression, contrasting with its surroundings while drawing inspiration from the city’s historic limestone architecture. Recessed balconies along the western façade not only articulate the design but also provide shelter from prevailing southwesterly winds, enhancing comfort and usability. On the eastern façade, cantilevered balconies add visual intrigue and activate the communal amenity space, fostering engagement and a sense of community among residents.

Stepped parapets further define the building’s massing, emphasizing its verticality and enhancing its prominence at key approach points.



Local References:
Bookend the block with contextual material referencing the grey limestone/block form found throughout the city.
Image: AIB Bank, Shop St, Galway



Breaking up the massing with varied materials and heights, similar to terraced streets, to create a distinctive character for the scheme.
Image: The Claddagh, Galway



Considering the prominent location along the River Corrib, we aim to develop a new design language that will help establish the new sustainable quarter.
Image: Galway Cathedral, Galway



4.7 Architectural Treatment

4.7.2 Materials & Finishes

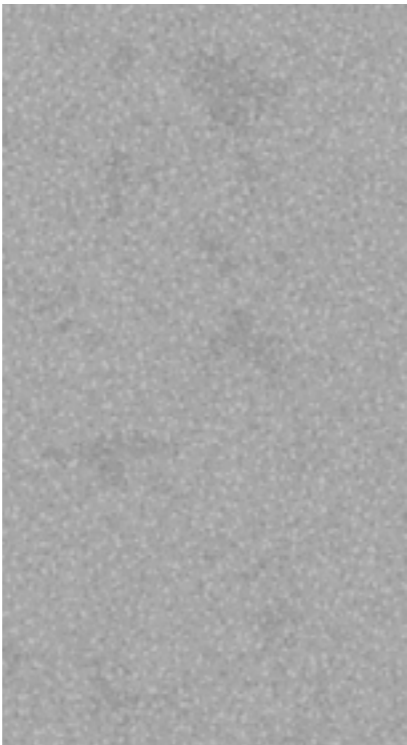
The proposed materials are durable, low-maintenance, and inspired by the local palette and materials of the city. The façade is articulated into distinct elements to reduce the overall scale and enhance the block’s legibility.

Grey brick bookends evoke the limestone structures characteristic of the area, while red and dark grey bricks introduce varied tones that break up the massing and define the emerging quarter. A unified lower plinth, referencing traditional aggregates, ties the volumes together, delineating entrances and enhancing legibility and scale at the ground level.

Bookend -
Light Grey Brick



Plinth -
Pre-Cast Concrete with
ribbed articulation/
Self supporting stone



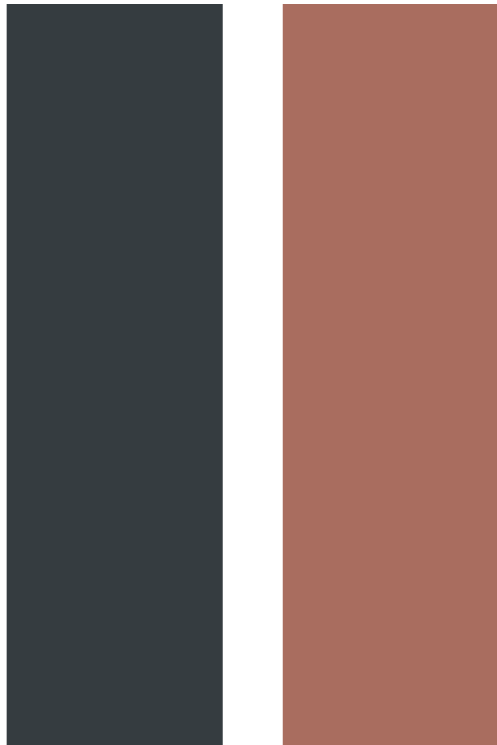
Body -
Red Brick



Body -
Dark Grey Brick



Balconies/Glazing -
Anthracite and Terrocotta

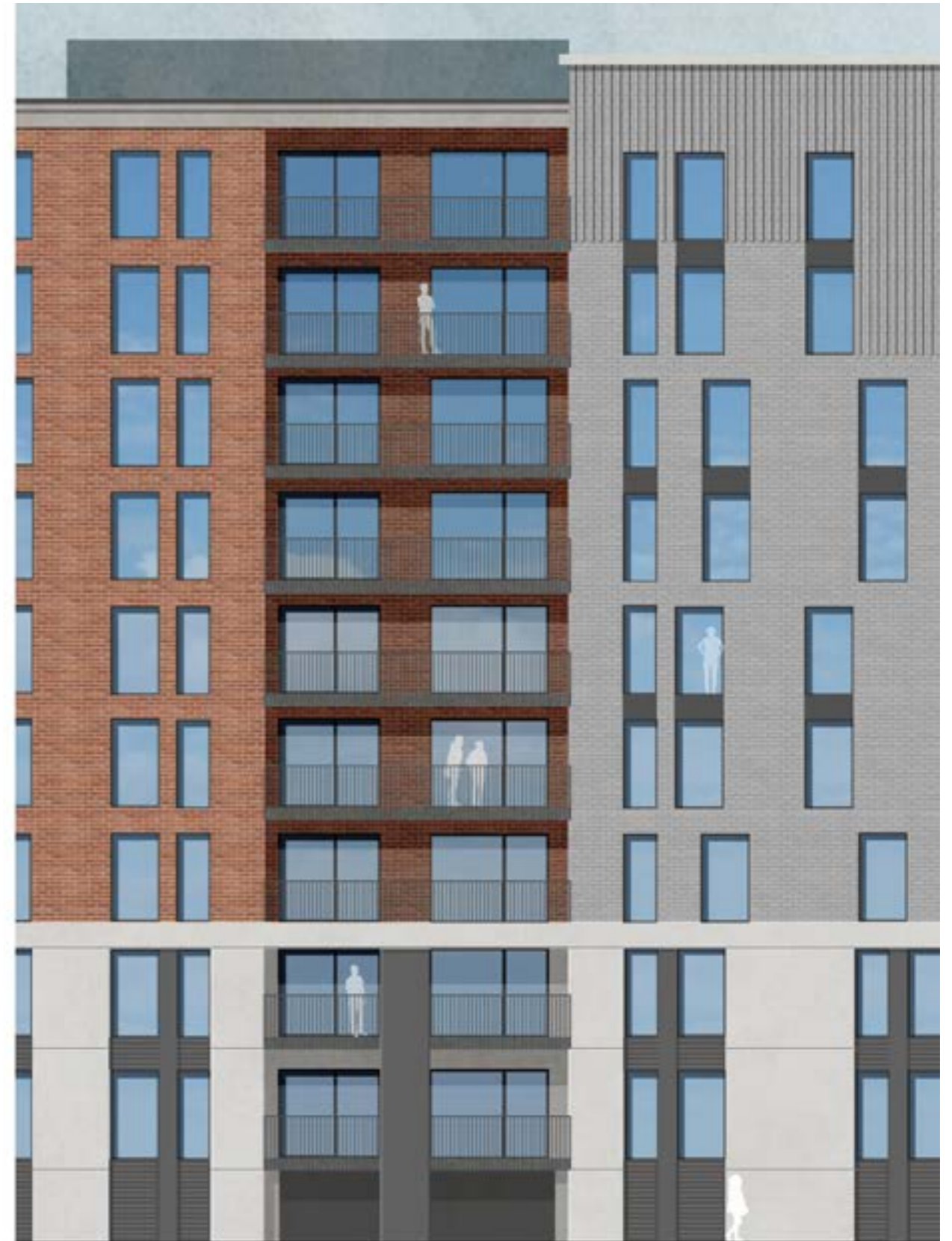


Street Furniture -
Perforated Metal
Cladding



4.7 Architectural Treatment

4.7.3 Facade Treatment: Elevations



4.7 Architectural Treatment

4.7.3 Facade Treatment: Elevations



1. Brick - Light Grey Brick w grey mortar
2. Metal Balcony & Railing - Grey
3. Windows - Grey

4.7 Architectural Treatment

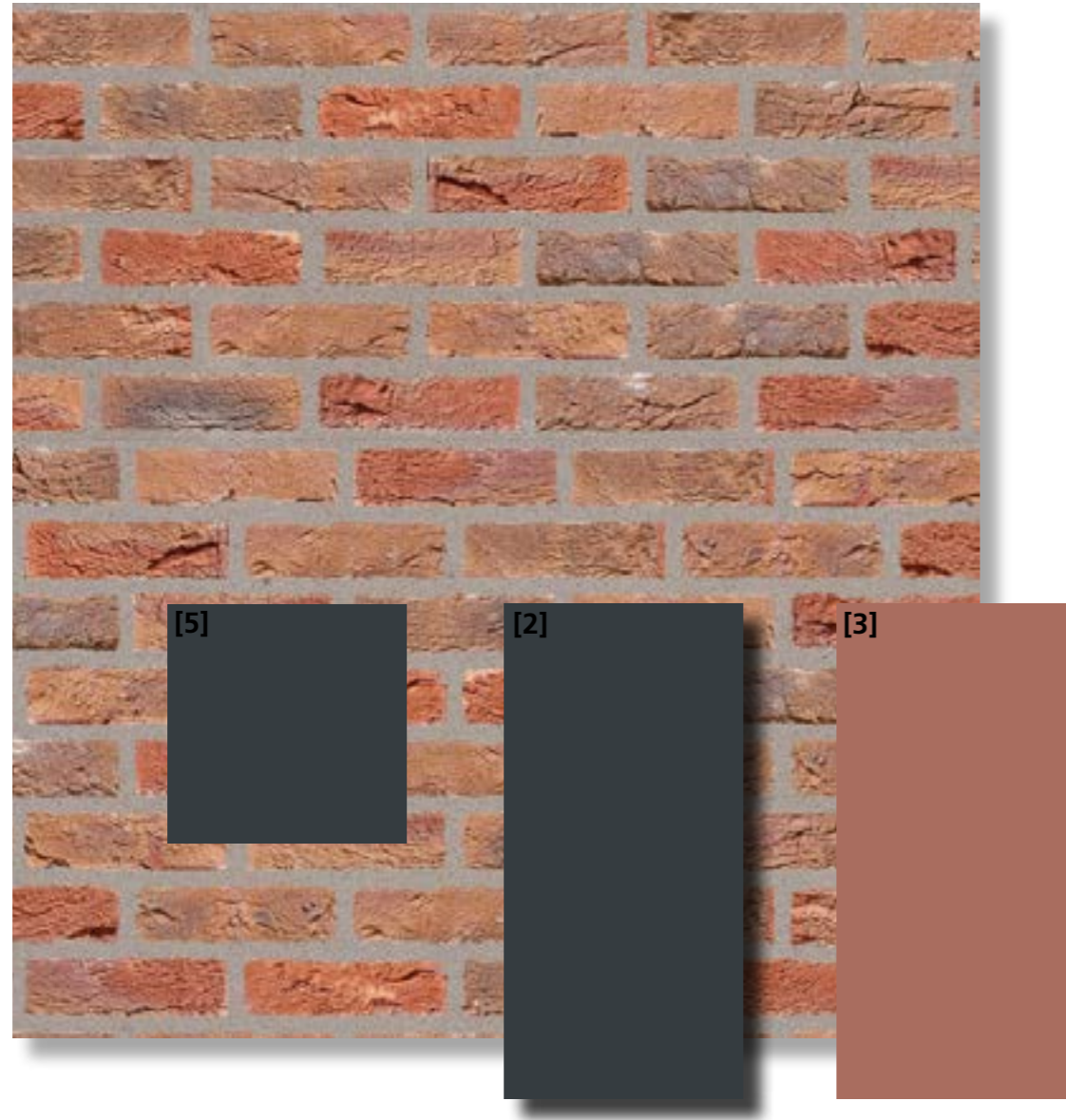
4.7.3 Facade Treatment: Elevations



1. Plinth - Precast Base
2. Metal Railing - Dark Grey
3. Windows - Dark Grey

4.7 Architectural Treatment

4.7.3 Facade Treatment: Elevations



1. Brick - Light Grey Brick w grey mortar
2. Metal Balcony & Railing - Grey
3. South Facade - Terrocotta Balconies
4. Stair Core D & Substation - Grey Perforated Cladding
5. Windows - Grey

4.7 Architectural Treatment

4.7.3 Facade Treatment: Elevations



1. Brick - Light Grey Brick w grey mortar
2. Metal Balcony & Railing - Grey
3. Windows - Grey

4.7 Architectural Treatment

4.7.4 Streetscape

Particular care has been given to the overall streetscape, ensuring the proposal establishes its own identity while fostering a sense of community for new residents. The development contributes to placemaking within the emerging sustainable quarter (Headford Road regeneration area). By thoughtfully addressing the day-to-day movements of residents, visitors, and passersby, the design negotiates scale to balance two goals: creating an exemplary riverside development along the River Corrib and cultivating an intimate setting that supports a cohesive new community.

A key element in achieving this streetscape integration is the carefully designed plinth. The plinth serves as a robust, unifying base that

mediates the building's scale. Comprising the Lower Ground Floor, Ground Floor, and First Floor, it steps up and down in response to the site's topography and context, creating a harmonious transition between urban and domestic scales. On approach from the south, the plinth presents a bold, larger-scale base, reflecting the scale of the city. Moving northward, the plinth transitions to a more human scale, stepping down to the Lower Ground and Ground Floor. This reduction in scale emphasizes key entrance points to the blocks, enhancing legibility and creating welcoming access points.

Consideration of development plan guidelines, particularly *The Planning System and Flood Risk Management – Guidelines for Planning Authorities*, was integral to the streetscape design approach. Adhering

to the principles of good urban design and the objective of fostering a vibrant, active streetscape, the design team has sought to create a well-integrated and dynamic urban environment.

The proposed development aims to establish an active streetscape with varying levels of activity that clearly distinguish private and public areas. This new landscaped setting will enhance connectivity between the city and Terryland Park to the north, ensuring a seamless transition between urban and natural spaces.

Moreover, the design approach aligns with broader planning objectives by promoting high-quality urban design and the creation of engaging, pedestrian-friendly streetscapes.



4.7 Architectural Treatment



4.7 Architectural Treatment

The facade design addresses the unique site requirements for flood mitigation, integrating both functional and design-driven solutions. A key component of activating this riverside site is implementing a robust flood management strategy that can adapt to the evolving flood defence measures over time. Currently, the site requires flood compensatory storage, a need that will eventually be eliminated once the Flood Relief Scheme (FRS) is completed.

To accommodate these requirements, the building is elevated on stilts, enabling flood compensatory storage beneath the structure during extreme flood events. The façade to the Lower Ground Floor is made up of either brick/plinth dropping to ground or permeable louvers allowing flood water through, while ensuring a secure boundary to this space. This dual-purpose approach presents both challenges and opportunities, requiring the design team to balance technical resilience with architectural innovation. In collaboration with the FRS designers, the team has developed a solution that delivers both a robust streetscape response and the technical capabilities necessary for temporary floodwater management.

Challenges:

- Providing sufficient flood compensatory storage on-site to accommodate extreme flood events.
- Adapting to future conditions, where the recommended Ground Floor level post-FRS will rise to circa +6.8m AOD, approximately 1.8m above current site levels.

Opportunities:

- Developing an innovative solution for temporary floodwater storage that integrates seamlessly into the architectural vision
- Elevating Ground Floor units to a safe level (+7.28m AOD), addressing privacy concerns and mitigating typical issues associated with ground-floor apartments by creating a level change between the units and external ground level.
- Incorporating dynamic features, such as a boardwalk, to enhance engagement with the riverfront.
- Contributing to the area's regeneration.

Technical Integration:

The proposed design incorporates louvered panels below windows and balconies, providing permeability at the Lower Ground Floor level to facilitate the required flood storage. These features are carefully integrated to ensure both functionality and aesthetic quality, creating a visually cohesive facade while meeting flood mitigation requirements.

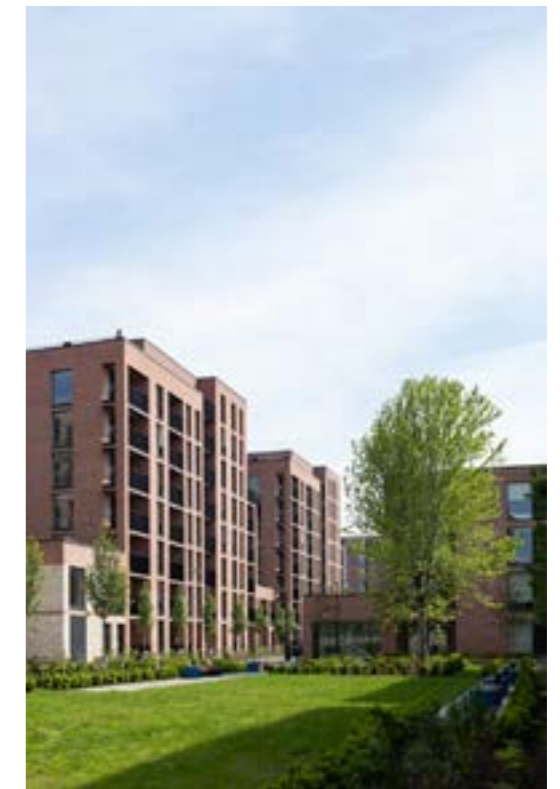
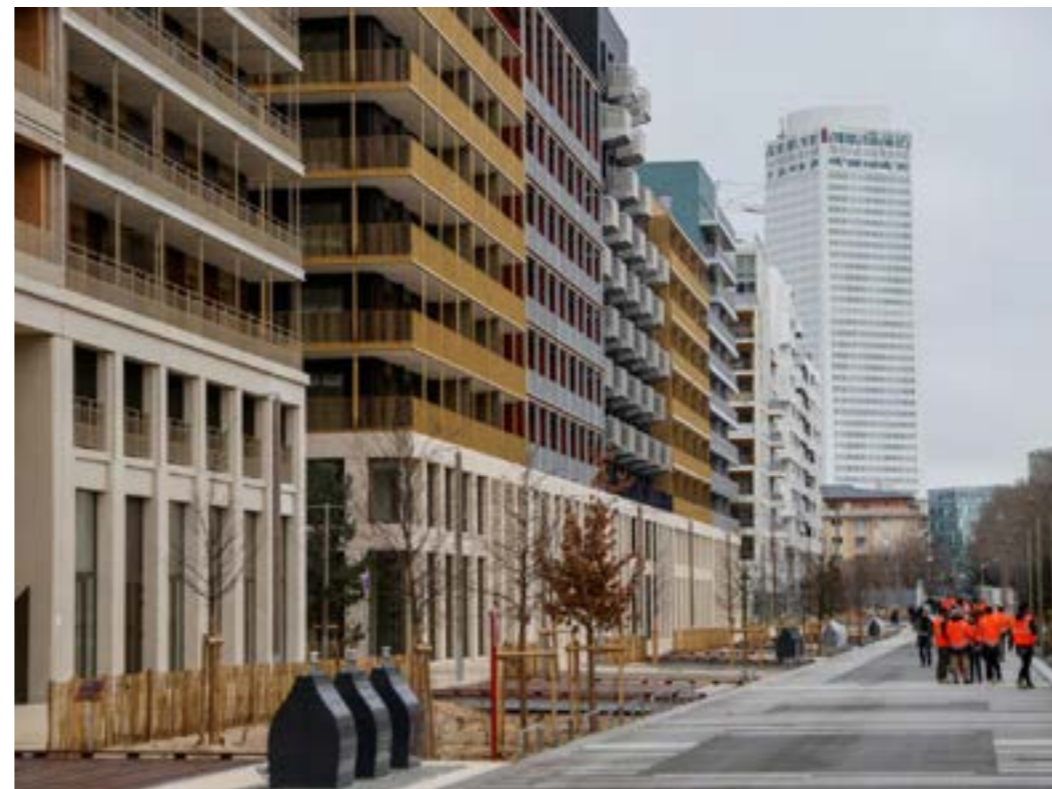
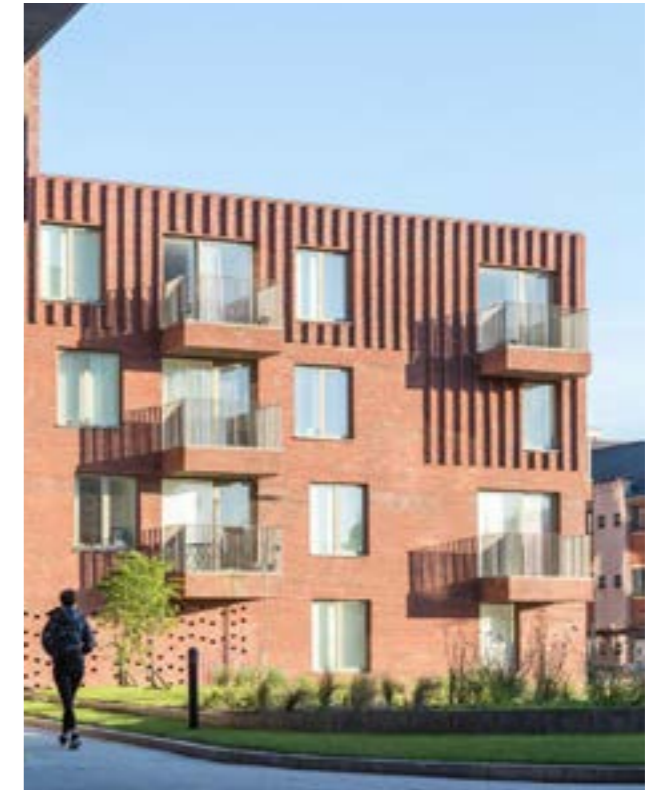
Carefully selected planting at the Lower Ground Floor Level on both the east and west sides of the building contributes to the overall landscape narrative, which is inspired by the fluvial characteristics of

the site. The planting strategy integrates defensible planting, ensuring a robust and secure design that balances technical requirements with enhanced visual amenity.

This technical requirement has strengthened the buildings interface with the landscape, creating clear definition between public and private amenity spaces, connecting the landscape to the riverside context, and establishing a unique approach that supports the evolving context of Dyke and Headford Road.



4.8 Precedent Studies



4.9 Proposed Elevations/Views



4.9 Proposed Elevations/Views



4.10 Residential Standards and Design

4.10.1 Block Layout and Design

Cores

The proposal consists of three separate blocks, each with its own dedicated access point, including associated stairs and a lift for maintenance and accessibility. A continuous corridor connects all three blocks, facilitating evacuation to the south. Residents will use the boardwalk to navigate to their specific core access point, where mailbox facilities are located. Core B, the middle core, provides additional access to the communal amenity space through a separate, shared entry area.

The number of units per core does not exceed 12 apartments as per SPPR 6 of the Apartment Guidelines

Aspect and Orientation

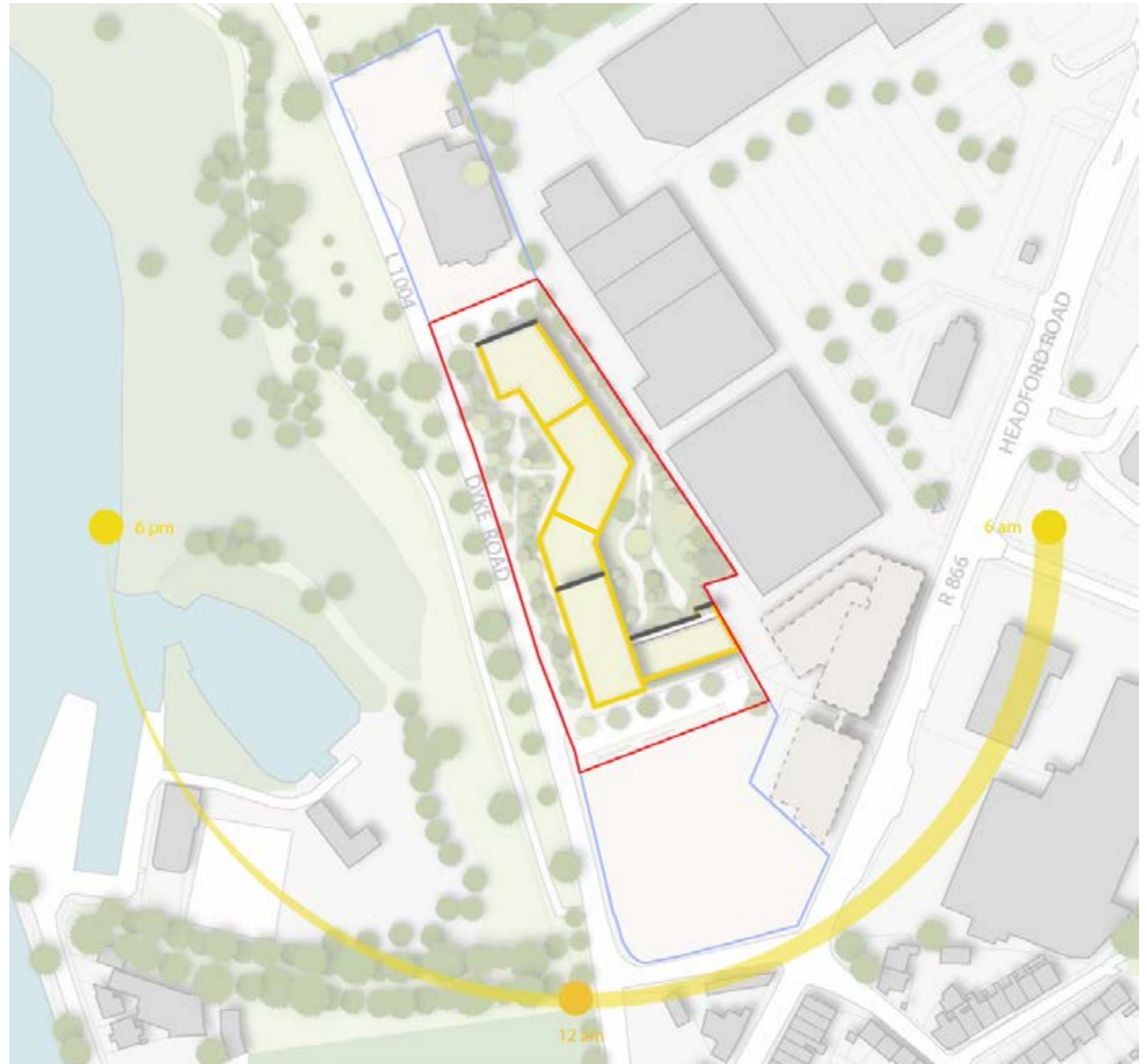
Aspect and orientation play a crucial role in the design of residential apartments, particularly in terms of the amount of daylight and sunlight they receive. The orientation of an apartment refers to the direction it faces, while the aspect refers to the angle at which the sun's rays hit the building.

During design development, different block massings were studied to determine the most suitable layout. Ultimately, the 'finger layout' was chosen, with a linear block positioned in a north-south direction across the site. This site configuration provides east, west, and southern aspects to units, effectively reducing the number of north-facing units. There are no single-aspect north-facing units. This also allows for cross ventilation and better access to natural daylight.

Dual Aspect

SPPR 4 of the Sustainable Urban Housing: Design Standards for New Apartments (2023) – Guidelines for Planning Authorities sets out that a minimum of 33% dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design response to the subject site characteristics and ensure good street frontage where appropriate.

The aspect of all units are identified in the HQA which sets out the compliance for each unit.



4.10 Residential Standards and Design

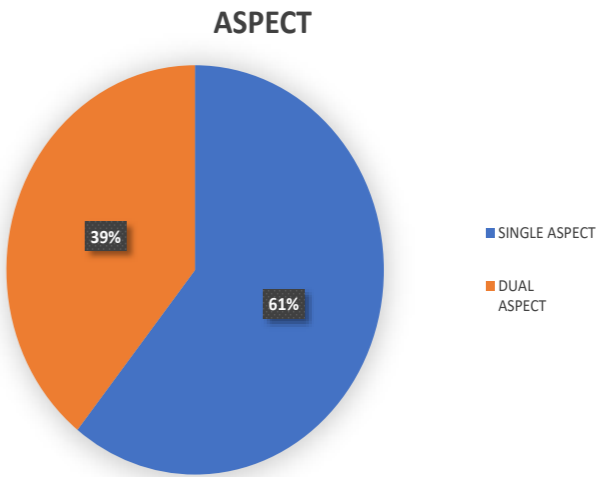
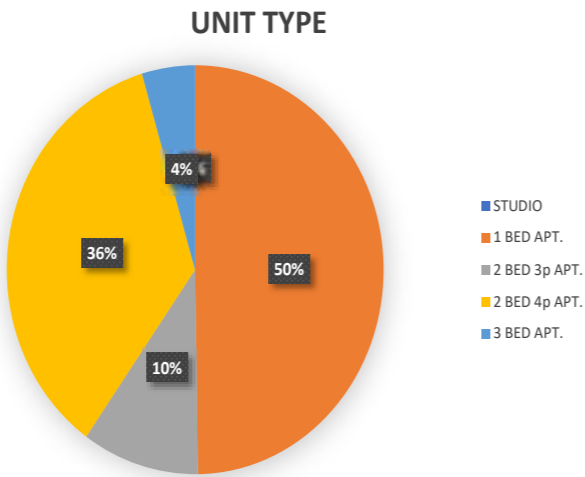
4.10.2 Housing Mix

Unit mix and types play a crucial role in residential apartment design as they are determined from analysing the requirements and demands of the local population and potential future residents. The unit mix refers to the proportion of units of different sizes, such one-bedroom, two-bedroom, or three-bedroom apartments. It is important to have a balanced unit mix to cater to the needs and preferences of various demographic groups. As there are already a large amount of 3 and 4-bedroom family homes within Galway, this development is catered to the need to provide apartment living as an option.

This development offers a wide range of apartment types so will cater to a variety of family groups. A well-planned unit mix improves the success of a scheme by catering to a mix of residents, help forming a sense of community. Further information on apartment mix can be found in the Housing Quality Assessment.

TOTAL	STUDIO	1 BED UNIT	2 BED UNIT 3P	2 BED UNIT 4P	3 BED UNIT
219	0	109	22	78	10
100%	0%	49.8%	10.0%	35.6%	4.6%

	TOTALS PHASE 1	STUDIO	1 BED APT.	2 BED 3p APT.	2 BED 4p APT.	3 BED APT.	UNIT AREA (GFA)	MIN. UNIT AREA		OVERSIZED UNIT	BALCONY / PRIVATE AMENITY AREA (sqm)	TOTAL INCLUDING BALCONY	SINGLE ASPECT	DUAL ASPECT	
	219	0 0.0%	109 49.8%	22 10.0%	78 35.6%	10 4.6%	13874.30	12885.00		144.00 65.8%	1418.60	15292.90	133 60.7%	86 39.3%	
CORE A	109	0	47	22	35	5	7107.2								
CORE B	49	0	33	0	11	5	2946.7								
CORE C	61	0	29	0	32	0	3820.4								



4.10 Residential Standards and Design

4.10.3 Daylight & Sunlight

The proposed layout has been developed to optimize the quality of sunlight and daylight for the envisioned units and open space, while minimizing any potential impact on the surrounding built and natural environment. As the building is predominantly a north-south aligned linear block, most apartments benefit from an east-west orientation and the internal units have been carefully planned to maximise the available daylight to living spaces.

A sunlight, shadow and daylight assessment has been carried out by 3DDB. Their assessment concludes that 99% of bedrooms and living/kitchen spaces will meet, or in most cases exceed, the recommended daylight factors outlined in British Standard 8206-2:2008. For open space, the proposed communal open spaces are predicted to receive a level of sunlight in excess of the level recommended by the BRE Guidelines. Therefore offering residents with a high standard of open space to enjoy throughout the year.

As a whole, the report demonstrates a very strong level of compliance where practical with the BRE 2009 guidelines and British Standards.

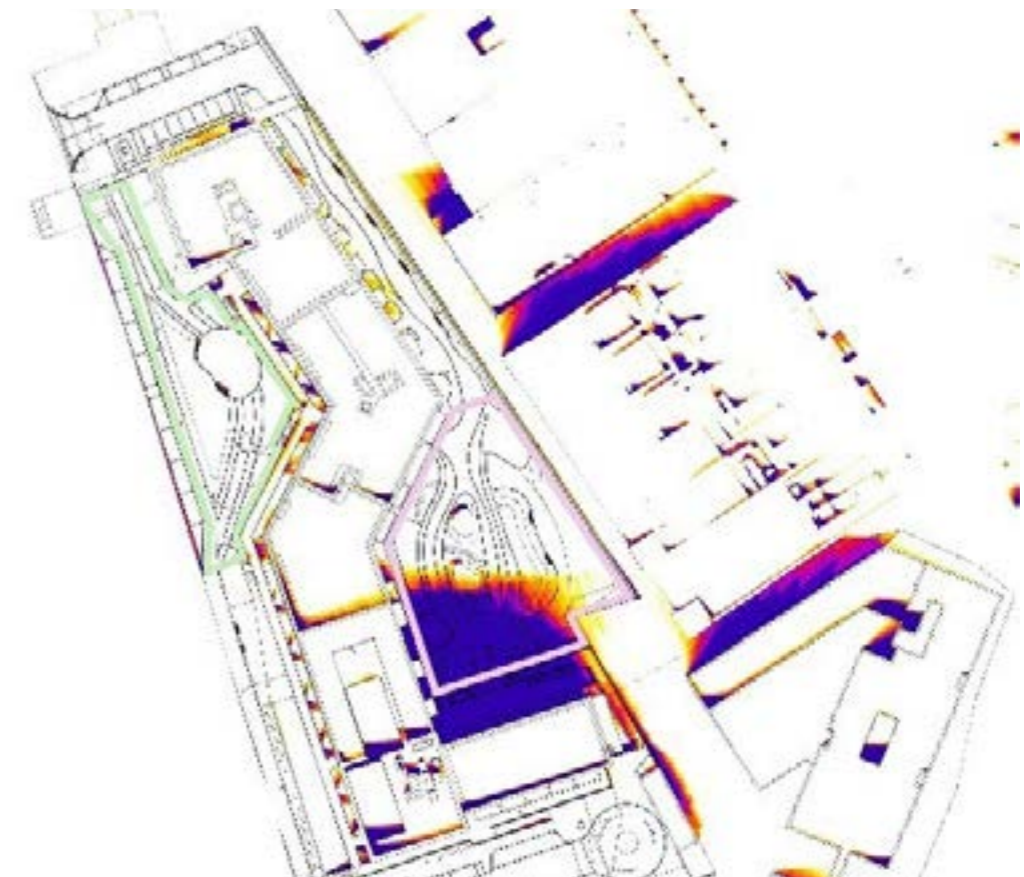
The development seeks to maximise the level of daylight and sunlight in homes, communal and public open space in the interest of ensuring a high quality living environment for future residents.

The following principles were applied to the design of the apartments:

- Oriented new homes for optimal east/west sunlight.
- Maximised window placement to ensure high levels of daylight.
- Designed dual-aspect homes to increase sunlight and daylight.
- Ensured no apartments face north

Amenity spaces were designed to achieve appropriate sunlight, following the BRE guidelines (at least half of the area should receive at least two hours of sunlight on March 21st).

Refer to the 'Daylight and Sunlight Assessment Report ' for further information.



4.10 Residential Standards and Design

4.10.4 Ground Floor Uses

Residential and childcare use covers all street fronting elevations to create an active street front. It is proposed that all of these units will be provided with private amenity spaces to their front to increase street activity.

Ancillary services (bin, bike stores etc) are located off the communal amenity space to encourages use and movement through these spaces.

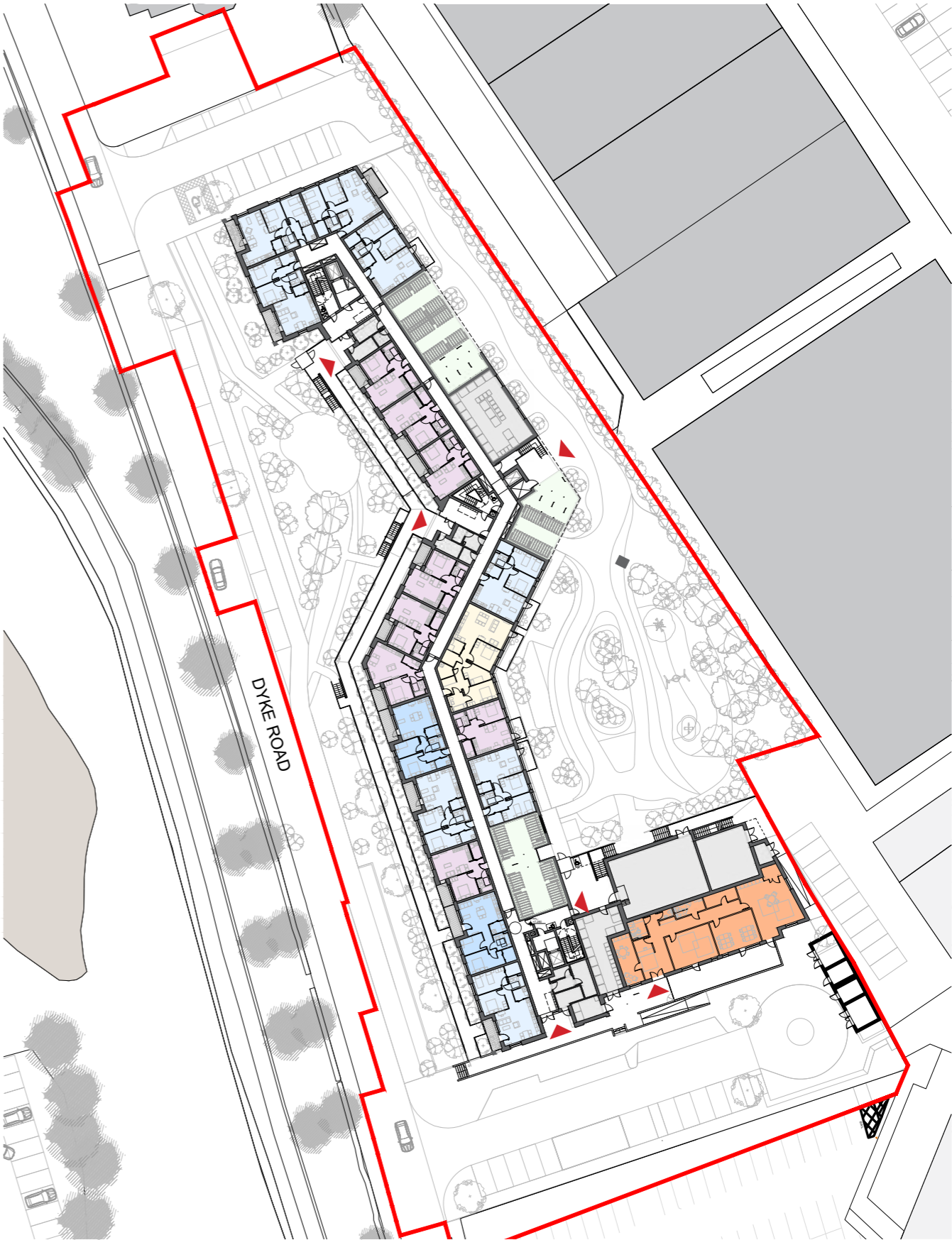
The creche location was chosen to benefit from a southerly aspect and enjoy a direct relationship with the future development to the south of the site. Its locations is clearly visible and easily accessible for residents from all blocks.

Sketch Imagery - Block A Entrance



KEY

- 1 BED
- 2 BED (3 person)
- 2 BED (4 person)
- 3 BED
- PLANT / REFUSE
- Creche
- Cycle Storage



4.10 Residential Standards and Design

4.10.5 Open Space and Amenity

Private Amenity Space

It is a policy requirement that private amenity space is provided in the form of gardens/terraces at ground floor and balconies at upper floors. Appendix 1 of the Apartment Guidelines states the minimum private amenity space area requirements;

- Studio – 4 sq.m
- 1 Bed Apartment – 5 sq.m
- 2 Bed Apartment (3 persons) – 6 sq.m
- 2 Bed Apartment (4 persons) – 7 sq.m
- 3 Bed Apartment – 9 sq.m

All units within the proposed development meet or exceed the minimum private amenity requirements stated above. To adhere to guidelines, private amenity space is provided to all units as balconies. The balconies all provide the required minimum depth of at least 1.5m. As per sections 3.35 - 3.39 of the guidelines, all balconies are accessed off the living areas and, in some cases, also from a bedroom. Where possible, balconies have been positioned at each corner of the apartment block to allow residents to benefit from dual aspect orientation.

Ground floor level apartments are raised above external ground levels, ensuring privacy. These apartments to the west that are along the pedestrian route also benefit from a further line of planting between their private amenity space and the raised walkway. This also offers an element of privacy for residents.

Public Open Space

The Public Open Space is to the west of the site along the Dyke Road and is in the form of a linear park. There is a raised pedestrian boardwalk running north-south along this park which not only aids in flood defence strategies, but also offers visitors and residents improved views of the River Corrib and its environs. The proposal includes for 1,183sqm of Public Open Space (12.5% of net site area).

Further detail can be found in the Landscape Design Statement which accompanies this application.

Communal Open Space

The communal open space for the development’s residents is located to the east side of the building, sheltered from the road by the block, and is only accessible through gates. This offers a sense of privacy and security for residents which will harbour a sense of community. There is 1,313sqm of communal amenity space required for this scheme, and there is 1,605sqm provided.

COMMUNAL AMENITY SPACE						
		STUDIO	1 BED	2 BED (3P)	2 BED (4P)	3 BED
TOTAL UNITS	219	0	109	22	78	10
SQ.M REQUIRED PER UNIT		4	5	6	7	9
TOTAL SQ.M REQUIRED	1,313	0	545	132	546	90
TOTAL SQ.M PROVIDED	1,605					

Children’s Play

Play spaces comply with the City Green Space Strategy, Recreation and Amenity Needs Strategy 2008 and the Galway City Child Friendly Strategy 2001) For a detailed breakdown of the quantum and extent of play spaces, please refer to the Landscape Architect’s drawings and report prepared by Murray & Associates which accompanies this application.



4.11 Sustainability

The LDA, as the developer of the scheme is committed to the development of homes that enable healthy lives in connected, sustainable communities on State lands. Sustainable communities are measured in environmental, social and economic terms. By making changes to the way we live, work and travel, we will take a step in the right direction towards addressing the climate crisis and nurturing truly sustainable communities which will stand the test of time.

Home Performance Index

The LDA has adopted the Irish Green Building Council’s (IGBC) Home Performance Index (HPI) as a sustainability assessment methodology for residential buildings. This ensures a consistent set of sustainability indicators is applied and tracked across all LDA projects.

The HPI aligns with the EU Level(s) Framework, the UN Sustainable Development Goals, and several National Strategic Outcomes and Policy Objectives in the National Planning Framework and Climate Action Plan. By using HPI, an independently verified sustainability standard will be achieved in LDA homes across the various phases of development.

Key HPI headings are as follows:

- 1. Environment
- 2. Health & Wellbeing
- 3. Economic
- 4. Quality Assurance
- 5. Sustainable Location

Performance indicators have been tracked during the duration of the projects and the goal is to achieve HPI Certification (50%), with the potential to achieve 55% (Silver).



EU Taxonomy

This proposed development has also adopted EU Taxonomy which contributes to the main goal of the EU Green Deal – to achieve zero net greenhouse gas emissions in the EU by 2050. This standard goes beyond current building regulations and demonstrates the LDA’s intent to secure a sustainable development.

The EU Taxonomy Regulation sets criteria to determine if an economic activity can be considered environmentally sustainable. Activities are first tested against *Technical Screening Criteria*, which means they must make a significant contribution to at least one of the six environmental objectives, do no significant harm (DNSH) to any of the remaining environmental objectives, and meet the minimum safeguards based on certain global human rights standards and frameworks.

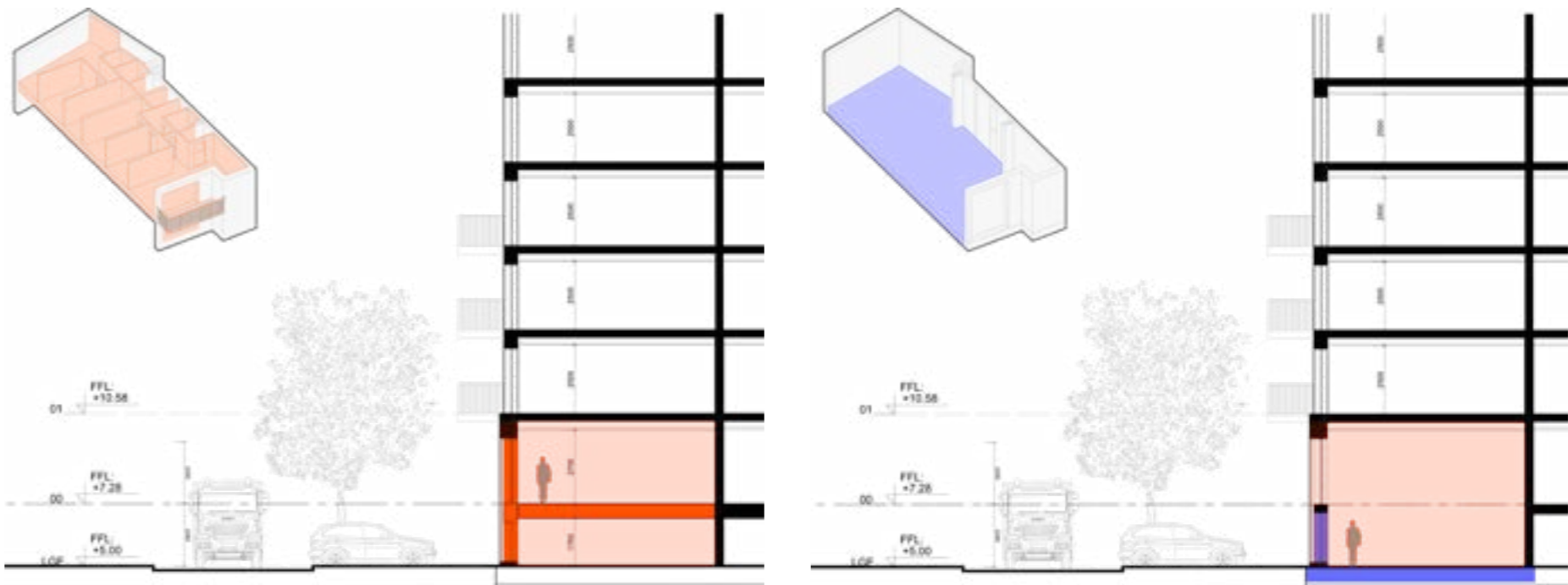


Adaptability

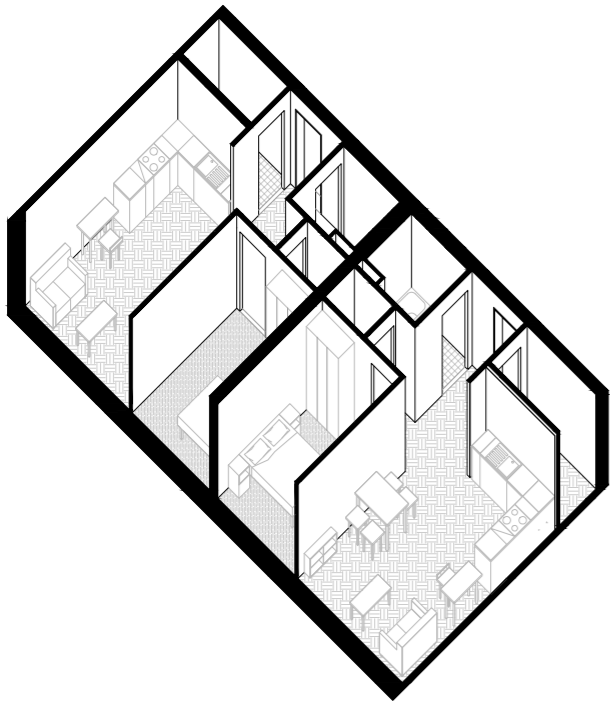
The proposal examines how the internal arrangement can be adaptable for future uses. These potential adaptations include:

- Converting 2 x 1-bedroom units into a single 3-bedroom unit.
- Transforming ground-floor residential units into retail or other uses, contingent on the completion of the flood embankment works associated with the Corrib go Costa Flood Relief Scheme. This is subject to detail design and engineering.

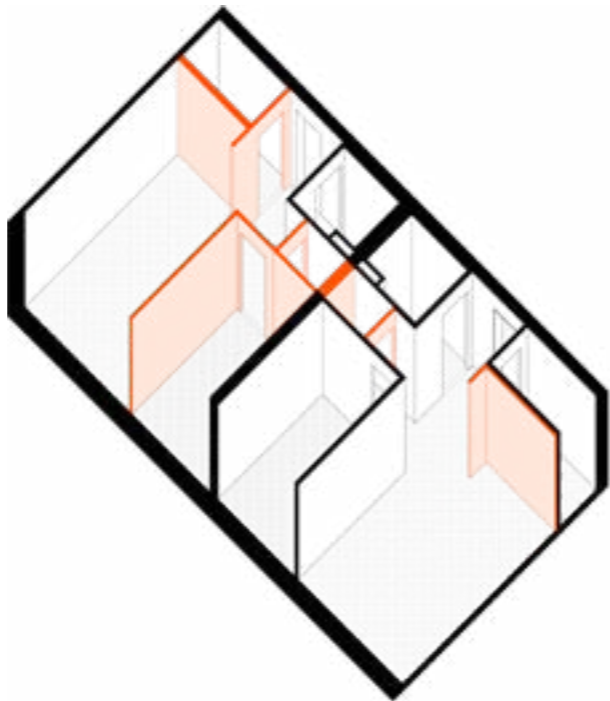
Please note that these studies are focused on future adaptability and will be subject to their own planning applications if required.



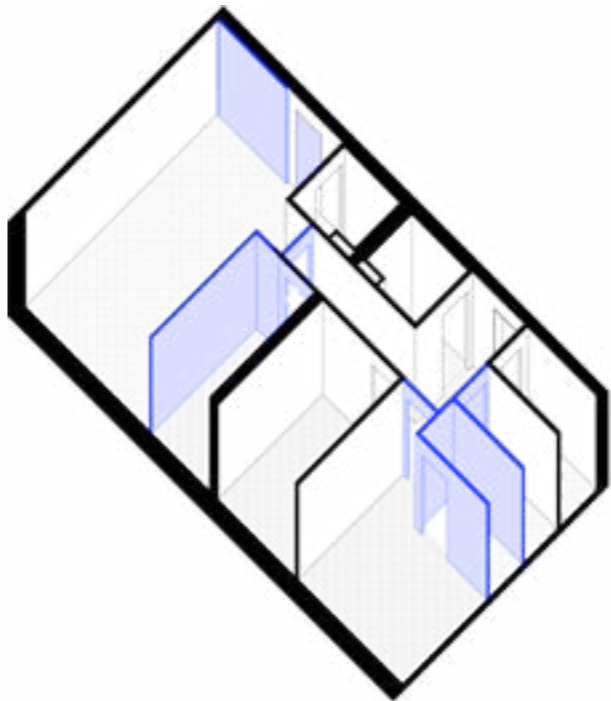
Adaptable Apartment Types



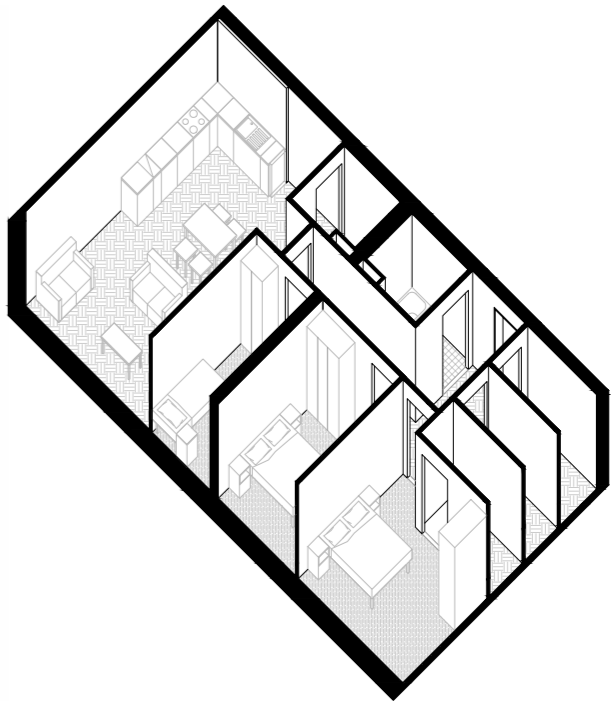
a) 2 x 1 bed apartments



b) Non structural wall designed to be removed



c) 1 x 3 bed apartment configured



d) Adaptable apartment type suitable for changing demands

4.12 Safety & Security

This proposed development provides occupants and their visitors with a sense of safety and security, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking.

To maintain passive surveillance around the site, windows have been included to all façades of the residential blocks. Open spaces are both secure and overlooked. The streets and paths are well lit to make residents feel safe.

The apartment block has entrance lobbies located at three locations which can be accessed from the street. The car park spaces are all accessed from the site’s roads and have been designed to be easily identifiable and welcoming for visitors and residents.

The communal amenity space garden includes for access controlled gates to allow privacy for the residents of the development. This space is overlooked and provides passive surveillance. Ground floor level apartments have a system of planting for security. These apartments to the west that are along the pedestrian route also benefit from a further line of planting between their private amenity space and the raised walkway. This also offers an element of privacy for residents.

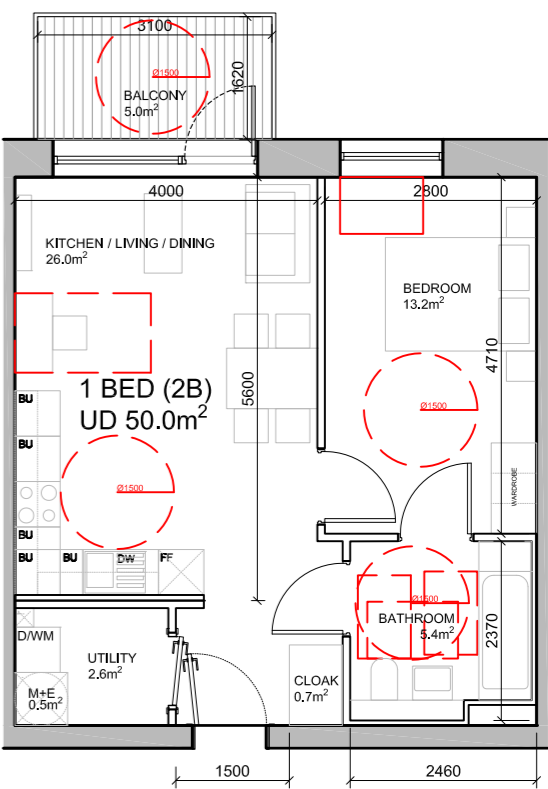
4.13 Universal Access

Creating an inclusive and accessible residential neighbourhood is critical for fostering a sense of community and belonging, as well as promoting health and well-being. It is critical that neighbourhoods are accessible to all, ensuring that everyone can live, work and play in a safe and supportive environment. 22 units are designed be UD compliant in the scheme.

Inclusive design involves considering the needs of a range of individuals and ensuring that the neighbourhood is accessible to all, regardless of their age, physical ability, or socio-economic status. This means designing streets and buildings that are accessible and barrier-free, as well as providing a variety of public spaces and amenities that cater to the needs of all residents. The proposal adopts several strategies which aim to deliver an inclusive and accessible development.

- A mix of unit types are provided that will cater for a variety of household types, living arrangements and economic situations.
- Falls and gradients within the public realm are minimised where possible and level access is provided to all residential lobbies.
- All units meet the requirements of Part M of the Technical Guidance Documents where accessibility is concerned.
- All amenity areas, parks and streets within the development overlooked by units which provide passive surveillance.
- Courtyard gardens will be semi-private, and boundaries will be defined by low railings/hedges for maximum visibility.

Further information can be found in the Universal Design Statement.



4.14 Access Strategies

4.14.1 Cycle Parking

Bicycle Routes

There are a series of new cycle routes proposed through the site, counteracting the existing car-dominant landscape.

Car parking and Cycle infrastructure:

The residential proposal includes for 455 bike parking spaces, with locations for cycle maintenance included within Core C for residents to utilise.

We propose up to 5%/23 spaces cargo bike parking/larger non-standard spaces in line with NTA's Cycle Design Manual. The design will also include cycle charging points.

Long Stay	Regular	Cargo/eBike	Disabled
Core A	118	2	
Core B	68	6	
Core C	144	7	
Total Long Stay	330	15	
Short Stay			
External	100	8	2
Total	430	23	2

The proposal also includes 10 additional cycle spaces for Creche staff.



Cargo Bike Parking



Bicycle Maintenance Stand



Double Stack Bicycle Parking Stands



4.14 Access Strategies

4.14.2 Car Parking

The existing Phase 1 site is currently used as a car park and provides 311no. car parking spaces total, of which only 1no. is an accessible space.

During Phase 1 development, the existing southern car parking will be operational (Phase 2 lands). It will also cater for the Black Box Theatre (located at 1.5 min walk), with a potential drop-off near the theatre entrance along Dyke road.

The proposal will provide 33no. residential car parking spaces (0.15 per unit). This ratio was discussed during consultations with GCC and was considered acceptable given the subject site's location, accessibility to services, facilities and public transport modes. Of the 33 spaces, 2no space will be accessible and a minimum of 10% will have EV chargers. All spaces will be cabled for future EV use.

Given the site's proximity to Galway city centre and also public transport routes, such as Galway Ceannt Station and bus stop at Woodquay Court, it is considered that this car parking ratio is adequate for a balance of car spaces and sustainability. Active travel is encouraged in provisions within the proposal like new and improved bicycle and pedestrian routes.



Existing site as a car park



Headford Road area and Galway Retail Park are Car Dominated Spaces.

4.14 Access Strategies

4.14.3 Servicing and Refuse

There are 2no. waste storage rooms that are accessed from the ground floor of each core and have an external access point. They are located in close proximity to the stair cores. The refuse store provides adequate storage space to satisfy the three bin system for the collection of mixed dry recyclables, organic waste and residual waste.




Core A Store: On collection days, the management company will move the specific bin to the collection points on the road (if required by refuse provider).

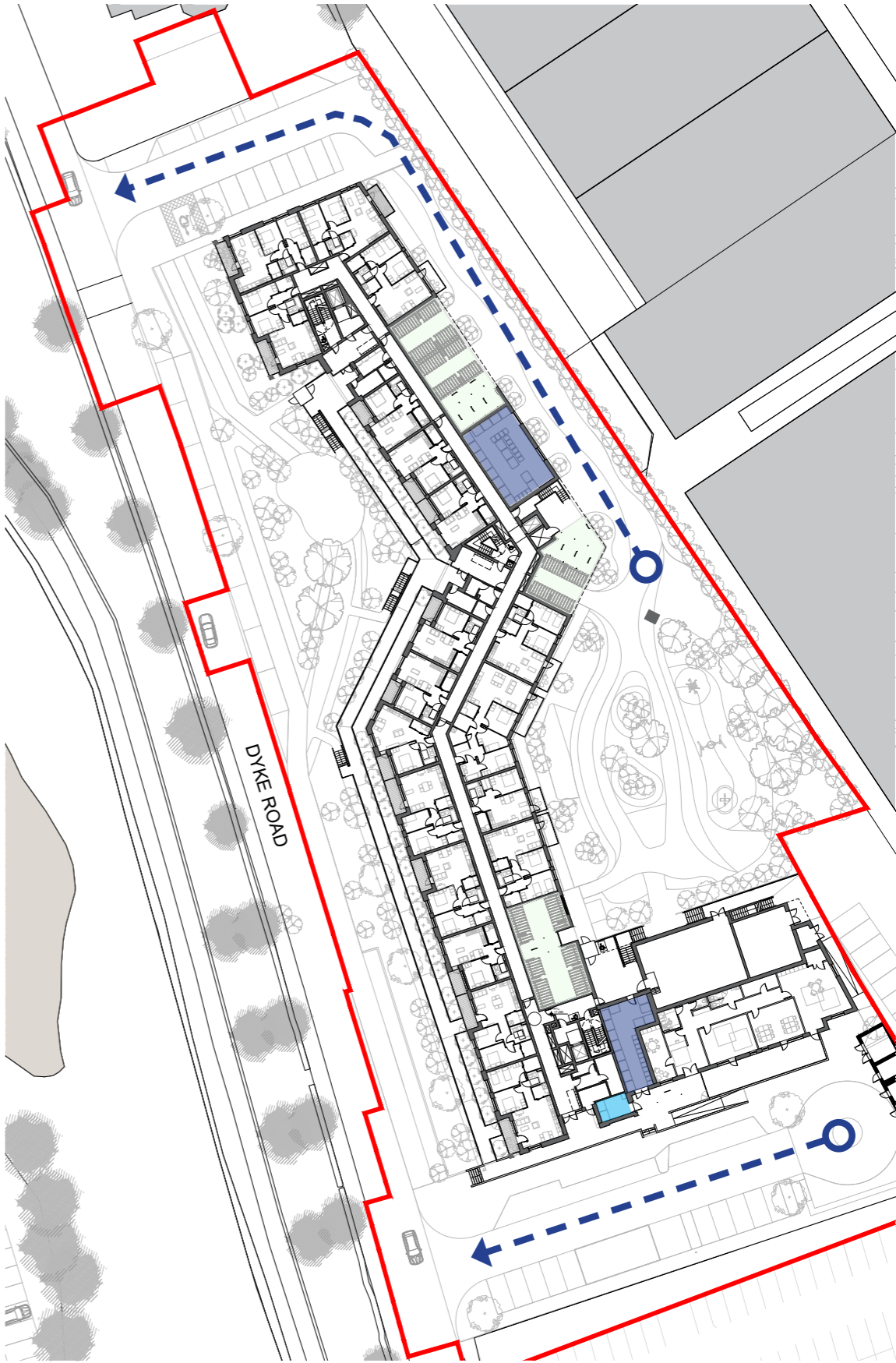
Core B & C Store: Refuse turning has been accommodated within the communal open space.

A separate Crèche waste storage room is provided for commercial waste. This is the same collection point as Core A.

Please see AECOM Operational Waste & Management Plan and Vehicle Tracking for additional detail.

KEY

-  Proposed Long Stay Cycle Movement
-  Refuse Store
-  Creche Refuse Store

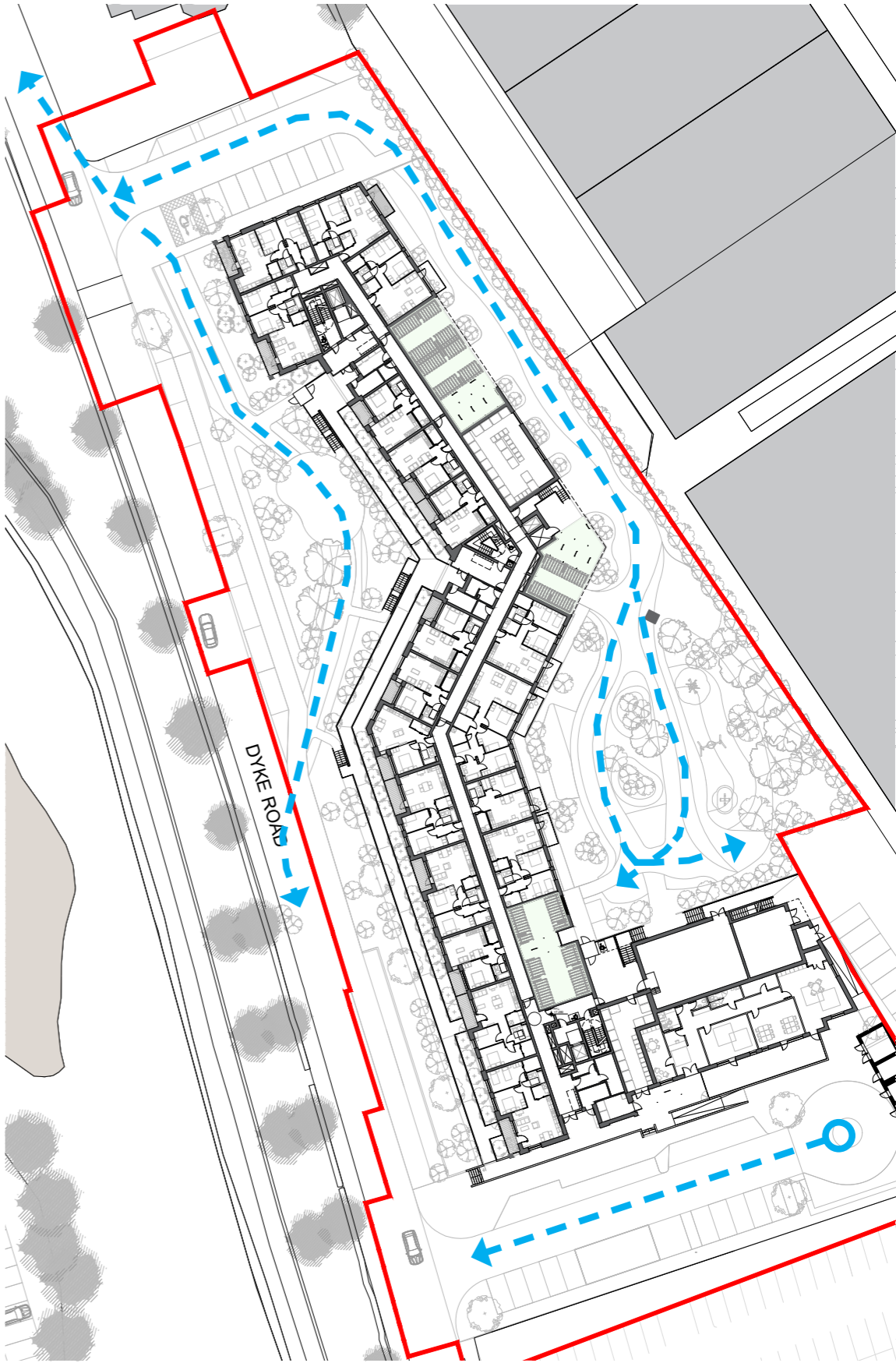


4.14 Access Strategies

4.14.4 Emergency Access

Appropriate emergency access is provided for the Phase 1 proposal.
Access is provided to the majority of the building elevations.

See AECOM Vehicle Tracking for further detail on Emergency
Vehicle Access



KEY

 Proposed Emergency Vehicle Movement

4.15 Landscape

Effective landscape design can have a profound impact on the health and well-being of a community, particularly in terms of the creation of healthy place making. The implementation of thoughtfully designed public spaces, resident's spaces and infrastructure, can enhance physical activity, mental health, and social connectivity, all of which are integral to a healthy lifestyle.

An essential factor of healthy place making is the provision of spaces that encourage physical activity and social interaction. The proposed street layout and adjoining public spaces are well-planned and strategically located to promote walking and cycling, thereby reducing the prevalence of chronic diseases such as obesity, diabetes, and heart disease.

The proposed design will also play a crucial role in the promotion of mental well-being by creating visually pleasing environments that are comfortable and enjoyable to inhabit. The proposed green spaces, and rain gardens can reduce stress and improve mood, while the residential spaces have been designed to encourage social interaction to help alleviate social isolation and loneliness. These spaces will promote social connectivity by offering areas for residents to play, cook, relax and engage with one another. They also can foster a sense of community and belonging that bring people together.

The open space strategy is to articulate public realm and principal frontages to address the river Corrib landscape, creating south-west oriented courtyards, parks and squares opening views towards the river.

Green roofs form part of the SuDS strategy. The green roof strategy reflects the overall design concept, with treatments intensifying from city to blue-green spaces. Transition from native sedum and wildflower meadow to native shrubby plants as well as wild flora ground layer. Microhabitats and ecological interventions on the roof areas may allow for species typical of riparian areas.

Expecting to achieve Biodiversity Net Gain

Existing site baseline value is low, so it is expected that the site proposals will substantially improve site biodiversity

Selection of plant materials guided by ecological design:

- Lower maintenance, managed for biodiversity & sustainability – no chemical inputs
- Embracing the ecological aesthetic - Less 'tidy', less manicured, more wild
- Multifactorial and layered planting – ecology, aesthetics, amenity, SuDS
- Roof level planting an essential component of the softscape & biodiversity strategy
- Note that ecological succession can result in loss of diversity and colour over time – management is key

Refer to Murray & Associates Landscape LDS for more information.



4.16 Cultural Heritage

Moore Group was commissioned to complete a cultural heritage impact assessment (in Chapter 16 of EIAR) of the potential impact of a proposed development at Dyke Road, Galway City.

There are no monuments recorded by the National Monuments Service (NMS) within the boundary of the subject site. There are no recorded archaeological sites in the immediate vicinity of the proposed development. The nearest recorded monument is located roughly 250m to the southwest of the subject site (GA094-100059-- , Quay). There is no NIAH or RPS sites within the immediate vicinity of the subject site. The nearest RPS comprises a terrace of Residential Buildings, associated railings and two IHS tiles on St. Brendan’s Road roughly 240m to the south.

The permitted and proposed developments within a 500m study area have been considered as part of the cumulative impact assessment. No cumulative impacts upon the archaeological resource have been identified, as any remains that may be identified within the proposed development area will be fully excavated and recorded. As the proposed development will not result in any impacts on the architectural heritage resource, no cumulative impacts have been identified.

LEGEND

Site Boundary

Sites and Monuments Records (SMR)

National Inventory of Architectural Heritage (NIAH)



4.17 Creche Facility

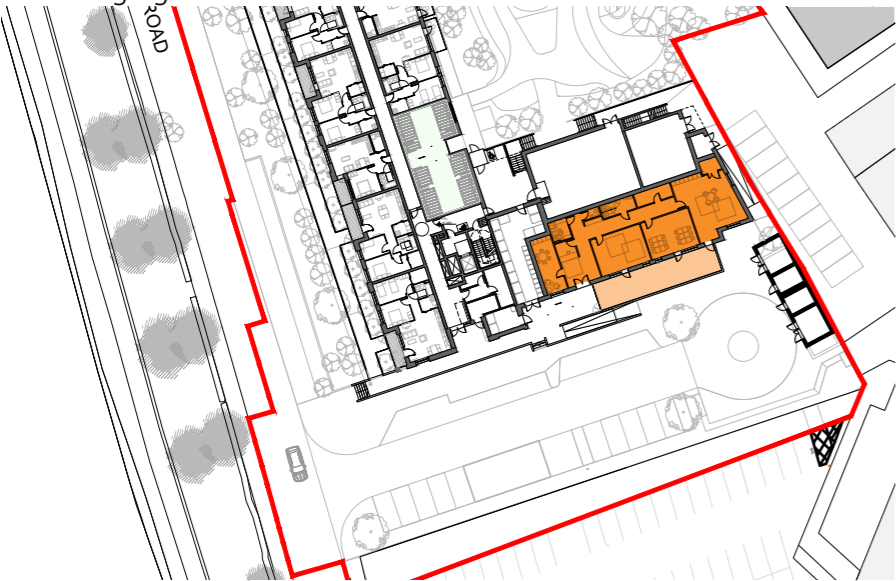
A crèche facility of 241 sqm is proposed as part of the Phase 1 Residential proposal to serve the entire Masterplan development proposal for c. 281 no. units (assuming Phase 1 and Phase 3 residential schemes as set out in the Development Framework). Based on the schedule of areas issued for 281 units as part of the Masterplan Development (139 x 1 beds, 124 x 2 beds and 18 x 3 beds), a total demand of 33.066 child care spaces is identified based on upper most requirements.

This equates to a requirement for a childcare facility in the range of 76.71 – 122.34 sqm. This floor area space relates to child space only. We note that extraneous areas such as kitchens, toilets, sleeping and other ancillary areas are deemed to be separate and these requirements significantly increase floor area.

The proposal allows for an outside play space (61m2), vehicle drop off and dedicated staff cycle parking.

Childcare spaces in residential design play a vital role in enhancing the quality of life for residents. These areas can offer a range of facilities and services that improve the overall living experience for residents and the neighbours.

It is envisaged that the availability of such amenities will help create a sense of community which fosters social interaction and a sense of belonging



Creche location in orange



Examples of creche spaces

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Section 5.

Design Assessment of Proposed Development

5.1 Appendix D: Design Checklist

As part of this application, we have assessed the proposed development against Appendix D: Design Checklist – Key Indicators of Quality Urban Design and Placemaking, of the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*. The 4 Key Indicators are as follows:

- 5.2.1 Sustainable and Efficient Movement
- 5.2.2 Mix of Land Uses
(Vibrant Centres and Communities)
- 5.2.3 Green and Blue Infrastructure
(Open Space, Landscape and Heritage)
- 5.2.4 Responsive Built Form

5.1.1 Sustainable & Efficient Movement

(i) Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

The development proposes a new pedestrian and cycle route along Dyke Road connecting the city centre to the Terryland Forest Park. These will be connected to both existing and new cycle routes along Headford Road and the future Connemara Greenway crossing (Clifden Railway Bridge Route) of the River Corrib. This development also looks beyond the immediate site by considering the River Corrib embankment and proposes a greenway to the west of the Dyke Road so the public can enjoy this amenity. The main vehicular access routes to the site are via two dead-end roads, one at the north and the other at the south of the proposed building. The intention is that the streets, running perpendicular to the building, will serve cars and car parking, leaving the public open space free for pedestrians and cyclists to enjoy. Future connectivity is considered as the regeneration site develops.

The development brings pedestrian and soft transport modes to the forefront of the development, with the widening of Dyke road in order to create a widened space for pedestrian and cyclists, in an improved and high quality environment, including a proposed new pedestrian crossing across Dyke Road. It re-establishes strong connections and permeability towards the City Centre, the immediate surroundings, and the wider natural environment of the river and Terryland Forest. It develops a vibrant neighbourhood on the model of the “15-Minutes City” concept.

There are pedestrian routes through the site which connect both north-to-south and east-to-west routes. A raised walkway/boardwalk runs along the street-front perimeter of the building and is open to the public and is buffered from the Dyke Road by green spaces.

The proposed development is close to existing public transport routes and within a walkable distance to the city centre. The site is located 300m (4-minute walk) from the closest bus stop (ID: 525411) at Woodquay Court.

- Route 407 services this bus stop. This route provides links to Ballinfoyle, Headford Road, and Eyre Square with a 30 min frequency at peak time.
- The proposed Bus Connects Route 7 is planned for a 20minute frequency.
- Galway Ceannt Station is located 800m (11-minute walk) from the subject site. This station provides railway links to Ennis, Limerick, Cork, Athlone, and Dublin.

5.1 Assessment of Proposal against Appendix D: Design Checklist

(ii) Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

As part of the initial site analysis for this development, existing routes through the site were identified. The route of the existing north-south pathway has been maintained by the new north-south main access road along the Dyke Road and allows for its future road continuation southwards to Galway City Centre. Pedestrian and cycle access along the Dyke Road has been widened and improved.

The west of the site has been opened up as an amenity space for locals through the provision of active travel routes and green spaces. The predominant building type in the immediate area is retail and student accommodation. This development proposes to replace the “hard” edge between the Headford Road retail park and the Corrib by a new “living” zone, a buffer in which land and water cohabit. The development forms a gateway for Galway City from the River Corrib. Future connections have the potential to be formed on the Galway Retail Park side and the proposed adjacent student accommodation should redevelopment be forthcoming in the future. Once the green infrastructure is established, a network of pedestrian, jogging and bicycle paths will open up the site to the many amenities at its doorstep: the Corrib, Terryland Forest Park, Galway Shopping Centre and the wide Headford Road Area, Galway Town Centre and University of Galway by the proposed Clifden Railway Bridge.

(iii) Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

The layout and design of roads within this residential site encourages appropriate traffic volumes and speeds, in accordance with DMURS. There are two main access roads, circa 6m in width, which connect the Dyke Road to the north and south of this site. These roads do not connect, and there are no car roads running along the north-south access, which will keep the majority of the site free from cars.

DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrians and cyclists having the hierarchy within a street. Traffic speed through the development will be controlled through the inclusion of restricted carriageway width, banding as visual cues, and planted landscape bays providing vertical elements making carriageway appear even narrower, to enable the safe and comfortable movement of all users, in particular any vulnerable users.

As part of this application, a Traffic and Transport Assessment Report (TTA), Mobility Management Plan, DMURS Quality Audit and Road Safety Audit have been prepared by PUNCH Consulting Engineers, to address any issues associated with this residential development, assessing the capacity of the existing road network and the impact of the new development locally.

The design of the internal road network seeks to provide self-regulating streets whilst respecting the important functions of both place and movement in a consistent and integrated contextual manner, to provide a highly permeable and legible network of streets and spaces. Pedestrian footpath facilities are located on both sides of the streets throughout the development, while roads will be shared between cyclists and cars.

(iv) Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

Car parking for both residents and public on street parking forms part of the scheme design in compliance with Galway City Development Plan 2023-2029 requirements, DMURS and relevant DHPLG Guidelines, and seeks to minimise the quantum of parking by meeting the minimum requirements. 33no. car parking are provided and these are shared between residents at a ratio of 0.15 per apartment. This is due to site's proximity to the city centre and public transport routes. These spaces are distributed along the site's main car access routes to the north and south of the building.

Currently the site is used as a carpark providing 554 spaces which will be reduced to 165 spaces(on Phase 2 lands) after the Phase 1 development.

Car parking has been minimised across the site in accordance with SPPR4. There is a greater focus on quality open space and the provisions of bicycle parking. Parking areas will comprise quality surface treatments that promote sustainable drainage and are in keeping with the palette and quality of building materials used elsewhere in the neighbourhood.

Of the 33 spaces, 2no. spaces will be accessible and a minimum of 10% will have EV chargers. All spaces will be cabled for future EV use and points will be provided in line with Policy SMT29 and Transport and Mobility: Technical Requirements | Appendix 5; 5.0. Provision for future EV charging at on-street car parking spaces will be in line with Policy SMT29 and Transport and Mobility: Technical Requirements | Appendix 5; 5.0., and will be agreed with the planning authority at detail design stage.

Provisions have been made for cycle parking and there will be 345 resident's bike spaces (1 per bedspace) within 3no. secure bike stores across the building's ground floor. In addition to this, visitors will have access to 110no. bike spaces in external Sheffield stands located throughout the site.

An additional 10no. bike spaces will be provided for the creche. These spaces will be adjacent to main access routes to the site and will be visible from open spaces, contributing to improved security.

5.1 Assessment of Proposal against Appendix D: Design Checklist

5.1.2 Mix of Land Uses (Vibrant Centres and Communities)

- (i)

Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?
- (ii)

Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?
- (iii)

Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?

The proposed provision of 219 homes in this development is in line with the government’s target to provide housing. The site’s location close to Galway city means it is already served by existing road and public transport networks. This proposal is a mixed use development as there is also a creche designed at ground floor so as not to put pressure on existing childcare facilities in the area and to ensure the proposed development is self-sufficient in terms of childcare space requirements

The wider masterplan for the Corrib Causeway Development Framework, of which this proposal is Phase 1, is intended to offer mixed uses such as offices, cultural and civic functions, through its various phases.

This proposed development offers a wide range of apartment types so will cater to a variety of family groups. As there are already a large amount of 3 and 4-bedroom family homes within Galway, this development is catered to the need to provide apartment living as an option. Refer to Statement of Housing Mix prepared by Brock McClure which supports the proposed unit mix aligned with existing housing stock, local demographic trends and emerging population demographics. A well-planned unit mix improves the success of a scheme by catering to a mix of residents, help forming a sense of community. The ambition for this project is to deliver affordable homes and offer a mix of affordable and social homes.

Cost Rental is a new housing tenure that was created under the Affordable Housing Act 2021. It offers a long-term, secure rental option that will contribute to the development of a sustainable housing market in Ireland which provides choice across all tenures. The rent on these units is based on the cost of building, managing, and maintaining the homes. This development proposes 90% Cost Rental and 10% Social apartments.

The existing site comprises the Dyke Road car park so is lacking in character and only provides one use. This proposal will regenerate into providing 219 homes, creche area, and green infrastructure, transforming the car park into a community area. Both residents and the public will be able to enjoy the green infrastructure and walkways along the River Corrib.

5.1 Assessment of Proposal against Appendix D: Design Checklist

5.1.3 Green and Blue Infrastructure (Open Space, Landscape and Heritage)

(iv) Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?

Previously all car park with no visual amenity on the site, despite its proximity to the city centre, River Corrib and Terryland Forest Park. This proposal revitalizes this with open spaces and walkways which can be used by the general public as well as residents. Green infrastructure and sustainable design elements such as green roofs are provided to manage stormwater and promote biodiversity. As the building is set back from the road to allow for a public park and walkways, this proposal gives back by increasing the width of the Dyke Road to allow for pedestrians and cyclists to have a more comfortable journey along it.

(i) Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?

The development benefits from its proximity to the River Corrib and associated greenway, as well as the Terryland Forest Park, which are both visual and leisure amenities. As per the Galway Biodiversity Action Plan 2014-2024 – the river Corrib is a main wildlife corridor. The River Corrib includes reed swamp and meadows along Dyke Road. Terryland Forest Park is another local biodiversity area – containing young urban forest of native broad-leaf trees and pockets of wetland vegetation located on both sides of Terryland/Sandy River. The development provides connections to these existing amenities, and also provides further pedestrian and cycle routes running along the western boundary of the site.

There are no NIAH or RPS sites within the immediate vicinity of the subject site. There are no ACAs in the immediate vicinity. The closest ACA is the City Core of Galway city which, at its nearest is roughly 370m southeast of the subject site.

Flood Risks

Response to natural flood risks by raising the building up and providing a raised pedestrian walkway- creating a public amenity from a risk factor.

(ii) Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

A good mix of open spaces and planted/landscaped areas are located throughout the application lands providing a broad range of public, communal and private amenity and leisure activity spaces for all ages, in order to conserve ecological links, promote active travel and healthier lifestyles.

Each home has access to an area of useable private outdoor space.

Communal Amentiy space is provided by means of a new open space/garden at the eastern boundary of the site. The main garden area is overlooked by the apartment block providing passive surveillance.

Public Open space is provided by means of a new open space to the west of the proposal, facilitating access to the main block entrances via the boardwalk. Additional routes and planting is proposed to promote pedestrian movements through the space.

5.1 Assessment of Proposal against Appendix D: Design Checklist

(iii) Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

The design and layout of the site and public open spaces provides easy access for all residents and users. Level access is provided to the majority of the apartment units, some with gently sloped access routes where the topography differs or a platform lift.

The public realm will be accessible to all. The new public open space park will provide a new public communal space, which can help bring the community together, and cater for a range of active and passive recreational uses. Within the public open spaces there are areas for informal play, casual recreation and passive leisure.

The quality of the Communal Amenity Space is enhanced by the inclusion of features such as a children’s play area, bench seating, paths, native planting and landform, and the utilisation of environmentally appropriate materials.

(iv) Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

The design includes rain gardens to the perimeter of the building. Additional potential SuDS Elements include the following, subject to detailed design and collaboration with the engineering team:

- Rainwater harvesting
- Trees (constructed pits)
- Rain gardens
- Green roofs also form part of the SuDS strategy. The green roof strategy reflects the overall design concept, with treatments intensifying from city to blue-green spaces.
- Transition from native sedum and wild flower meadow to native shrubby plants as well as wild flora ground layer.
- Microhabitats and ecological interventions on the roof areas may allow for species typical of riparian areas.

5.1.4 Responsive Built Form

(i) Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

The building layout predominantly follows the line of the Dyke Road, creating strong road frontage, but it cranks in areas to break down the overall massing. This also allows for quality open spaces to form in the spaces left between. Breaking up the massing with varied materials and heights, similar to terraced streets, to create a distinctive character for the scheme.

Aspect & Orientation

During design development, different block massings were studied to determine the most suitable layout. Ultimately, the ‘finger layout’ was chosen, with a linear block positioned in a north-south direction across the site. This site configuration provides east, west, and southern aspects to units, effectively reducing the number of north-facing units. There are no single-aspect north-facing units. This also allows for cross ventilation and better access to natural daylight. The narrow building footprint minimises overshadowing of open spaces.

Scale

The proposed massing has been developed to reduce the overall scale of the block, aiming to create a distinctive proposal for the riverside. The Phase 1 apartment building is a 5 to 9 storey block. The surrounding buildings have retail functions so this proposal will not overlook any small-scale housing. The approved student accommodation to the south is a similar height.

NPO 13 specifically mentions building heights as a means to achieve targeted growth in urban areas. A legible urban structure is formed as the building’s shape forms quality open space on either side.

5.1 Assessment of Proposal against Appendix D: Design Checklist

(ii) Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

Public and private areas throughout the scheme will be defined by soft and hard landscaping treatments.

The proposed layout and overall scheme have been designed to promote security throughout the site through passive surveillance. All apartments are oriented towards or overlooking the street and open spaces, contributing to the passive surveillance and overall security of the scheme. The overall site prioritises the movement of pedestrian and cyclists. The new north-south route provides a clear and direct route through the area for pedestrians with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.

Blank elevations and gables have been avoided ensuring activity and surveillance on all elevations.

The apartment block has entrance lobbies located at three locations which can be accessed from the street. The car park spaces are all accessed from the site's roads and have been designed to be easily identifiable and welcoming for visitors and residents. At ground floor, the landscape proposal includes 'privacy buffers' between the boardwalk and glazing to enhance security and privacy.

The communal amenity space garden includes for access controlled gates to allow privacy for the residents of the development. Ground floor level apartments are elevated above the external ground level with associated buffer planting for security. The apartments to the west that are along the pedestrian route also benefit from a further line of planting between their private amenity space and the raised walkway. This also offers an element of privacy for residents.

(iii) Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?

The design approach has been to create a distinctive neighbourhood environment whilst actively interacting with the existing neighbouring developments, as well as the greater Galway city area. This area is largely in use as retail units or car parks so consideration of density and scale of the new proposal were considered in line with new planning guidance, with regard for fostering a sense of a place for the new residents. Considerations for links both now and in the future create a clear road map for adjoining redevelopments to come forward. The Phase 1 development is considered to work well now and with any future developments as described in Section 3.0 of the ADS.

The predominant building typology in the immediate area is 2-3 storey retail buildings with large footprints. As the proposed apartment block fronts the Dyke Road, there is a large buffer zone of green infrastructure between it and the surrounding retail buildings.

(iv) Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

The architectural and urban design strategy has been to create a distinctive neighbourhood environment whilst actively interacting with the existing neighbouring developments. The proposal seeks to create a positive contribution to the local area, which has been underdeveloped in recent years. The scheme incorporates the use of high quality materials such as brick with distinctive detailing at the key approach corners, elegant window proportions to the front of apartments and fin metal railings to private amenity spaces. The material palette and design motifs give a strong sense of identity to the development.

The creation of a new public open space park will be one of the main distinctiveness of this development. The park will create a destination and a new sense of place for the residents of the development and the local residents of Galway.

This new residential development will form a new landmark development along the Dyke Road.

The materials proposed are durable, low in maintenance and are in keeping with those seen in new developments in Galway. As this proposal consists of one long building, varied materiality has been utilised to break down the massing into smaller sections. The materials respond to the context with the grey bricks referencing the limestone found throughout the city. Red brick and a dark grey brick are also utilized in sections of the building so it is read as a terrace of different buildings. The construction materials are robust, leading to greater sustainability. As the proposal has been designed in accordance with EU Taxonomy and HPI, sustainability is a key factor and will lead to longevity of the development.

Section 6.

Area Schedules

7.0 Schedules

13/03/2025

Residential Development - CORRIB CAUSEWAY PHASE 1, DYKE ROAD - Planning

Gross site area	11440	sqm
Estimation based on survey		
Net developable site area	9500	sqm

GIA residential (incl. cores - excl. Balcony)

RESIDENTIAL	Core A				
Lower Ground					
Ground	1782				
Level 1	2689				
Level 2	2689				
Level 3	2689				
Level 4	2689				
Level 5	1954				
Level 6	1311				
Level 7	1311				
Level 8	673				
TOTAL RESIDENTIAL	17787				

BICYCLE PARK. REQUIREMENT	465
Phase 1	455
Creche	10

Visitors Bike Parking	110
Residential Car Parking	33

STUDIO	0	0.0%
1 BEDROOM	109	49.8%
2 BEDROOM 3p.	22	10.0%
2 BEDROOM 4p.	78	35.6%
3 BEDROOM	10	4.6%
TOTAL number. of units	219	

COMMUNAL AMENITY SPACE REQUIREMENT	1313	sqm
Phase 1	1313	sqm

Total Area Residential	17787	sqm
Total Area Non Residential	241	sqm
% of non-residential	1.35%	

TOTAL COMMUNAL AMENITY SPACE PROVIDED	1605	sqm
TOTAL PUBLIC OPEN SPACE PROVIDED	1183	sqm

GIA residential amenity

Phase 1		m2
241		241
241		241

Plant Areas

Ground floor	Core A	Core B	Core C		m2
Access		52			52
Bicycle Parking	97.00	75.00	127.00		299
Waste	67	84			151
Plants (internal)	212.00	21.00	21.00		254
Other	90				90
TOTAL OTHER	466	232	148		846

TOTAL AREA	18874	sqm
Plot ratio	1.90	

Footprint	3319	sqm
Site coverage	0.35	

UNITS/HA (Gross Site area)	191
UNITS/HA (Net developable Site area)	231

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MOLA

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