

3.0 Towards a Development Framework

3.1. Approach

3.2. Vision

3.3. Comparison of Site Scale

3.4. Case Study



Fig.57: Aerial View of the Site

3.1 Approach

A Sustainable Approach Respecting the Site's Identity and Character

The proposed Dyke Road development will be designed in a spirit of conservation and enhancement of the beautiful River Corrib riverside and as an extension of its landscape and characteristics. We propose 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.



Fig. 58: Map data ©2023 Google



Fig. 59: Photo by mark.gusev@gmail.com



Fig. 60: Photo by MOLA



Fig. 61



Fig. 62

A Sustainable Approach Respecting the Site's Identity and Character



Fig. 63

The Dyke Road Development Framework aspires to:

Celebrate River Corrib's natural environment and identity and connect to the City

Create a new responsive flagship sustainable Residential and Multi-Use Quarter

Be Inclusive and create a dialogue with Galway's vibrant art, community, and tourism infrastructure

Vision

The proposed new neighbourhood will celebrate and reinstate the beautiful River Corrib as the foreground of this dramatic and wonderful city location. The development forms a gateway for Galway City from the River Corrib.

A new living edge, anchored on green infrastructure, will create a dialogue between water, nature, Galway City and the river Corrib Landscape. Forming the backbone of the development, the new “living” residential zone, a buffer in which land and water cohabit, creates new spaces for habitation, conservation, work and culture.

This Development Framework’s green infrastructure is tied in with its greater environment: the River Corrib, Terryland Forest Park, the water, future bridge links and the marsh. The result is a more active and resilient coastline for the River Corrib.

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 NUIG by the proposed Clifden Railway Bridge.

A new landscape promenade along Dyke Road, leading to a new public plaza, will be the stage for the future community to thrive. A beacon building, addressing the river, plaza and the proposed Clifden Railway bridge is signaling the new neighbourhood. The residential building will be varied in height and is shaped as a broad meander along the river, defining a series of landscaped courtyards with panoramic views over Galway Bay.

The Dyke Road Development Framework establishes a sustainable development approach, respectful of the site's identity and character. It fosters compact growth, sustainable urban regeneration, and connectivity to the city. Sustainability is at the forefront of this development.

Fig. 64: Photo by Shane Geraghty



3.3 Comparison of Site Scale

Eyre Square

Site scale comparisons provide a contextual understanding of Dyke Road site's size and proportion relative to its surroundings. By comparing the scale of the site with existing streets, natural features or exemplar projects, we can also ensure both harmonious integration and respect the local character of Galway.



Fig. 65: Reference Images



Fig. 66: Map data ©2023 Google

3.3 Comparison of Site Scale

Salthill



Fig. 67: Reference Images



Fig. 68: Map data ©2023 Google

3.3 Comparison of Site Scale

Docks



Fig. 69: Reference Images



Fig. 70: Map data ©2023 Google

3.3 Comparison of Site Scale

Nordhavn, Copenhagen



Fig. 71: Reference Images



Fig. 72: Map data ©2023 Google
Corrib Causeway Development Framework, Galway | 63

3.4 Case Study

Hammarby Sjöstad, Sweden



Fig. 73: Reference Images



Fig. 74: Map data ©2023 Google

Hammarby Sjöstad, Sweden

- The water has inspired the name of the entire project – the town around the lake: Hammarby Sjö.
- Converting an old industrial land harbour area into a modern neighbourhood.
- 11,000 residential units for just over 25,000 people and a total of about 35,000 people will live and work in the area.
- Planning work was integrated with environmental goals from the very start of the planning process.
- The integrated environmental solutions can be followed through an eco-cycle that has become known as the Hammarby model. The eco-cycle handles energy, waste, water and sewage for housing, offices and other commercial activities in Hammarby Sjöstad. Waste is separated at source and recycled or used to produce heating and electricity.



Fig. 75: Reference Images

Objectives:

- Land usage: sanitary redevelopment, reuse and transformation of old brownfield sites into attractive residential areas with beautiful parks and green public spaces.
- Transportation: fast, attractive public transport, combined with carpool and beautiful cycle paths, in order to reduce private car usage.
- Building materials: healthy, dry and environmentally sound.
- Energy: renewable fuels, biogas products and reuse of waste heat coupled with efficient energy consumption in buildings.
- Water & sewage: as clean and efficient as possible – both input and output – with the aid of new technology for water saving and sewage treatment.
- Waste: thoroughly sorted in practical systems, with material and energy recycling maximised wherever possible.

4.0

A Development Framework for Corrib Causeway

- 4.1. Celebrating the River Corrib
- 4.2. A Strong Public Realm Revealing the City
- 4.3. A Vibrant Neighbourhood
- 4.4. Supporting an Inclusive Community
- 4.5. Mobility: A Walkable and Sustainable Neighbourhood
- 4.6. Landscape and Public Realm
- 4.7. Sustainable Placemaking



Fig.76: Aerial View of the Site

4.1 Site Approach

4.1.1 Objective

OBJECTIVE 1

Celebrating the River Corrib

- *Creating a dialogue with the Lough Corrib Landscape.*
- *The Development Framework aims at establishing a new relationship and engagement between the Headford Road Quarter and the River Corrib.*
- *Returning to a more natural state for the site also means replacing the hard landscape, vehicular character of the site, to a more natural, lush and green landscape.*
- *Enhanced visual connections to the water, and access to a landscaped public realm.*
- *Orienting the site towards the riverside and the city landmarks will anchor the new development in the city's natural and built heritage.*

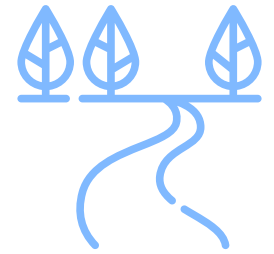


Fig. 77

4.1.2 Concept

Creating a Dialogue with the Lough Corrib Landscape

- *Bringing in the River Corrib Landscape*



Fig. 78

- *Opening Greenways and Open Spaces*



Fig. 79

4.2 Built Form

4.2.1 Objective

OBJECTIVE 2

A Strong Public Realm Revealing the City

We aim at creating a strong and attractive public realm network along the River Corrib/Dyke Road and the mixed use quarter to the south -with the Plaza at its heart.

The first objective is to rebalance the space given to pedestrians on site, as opposed to a currently heavily vehicular use, and to:

- *Create a walkable environment, easy to navigate, connected to the wider natural and built environment.*
- *Reinforce the sense of place by revealing view corridors to the landscape and city landmarks
Reveal views corridors to the landscape and town landmarks.*
- *Create a new landmark for the site, the surrounding areas and the town with the Plaza and the future mixed-use quarter as a focal point.*
- *Offer distinct character areas as you walk through the site, from north (Terryland Forest) to south (City Centre) and east (Shopping Centre) to west (River Corrib).*



Fig. 80: Reference Images

4.2.2 Concept

Preserving View Corridors Linking Back to Galway's Landmarks

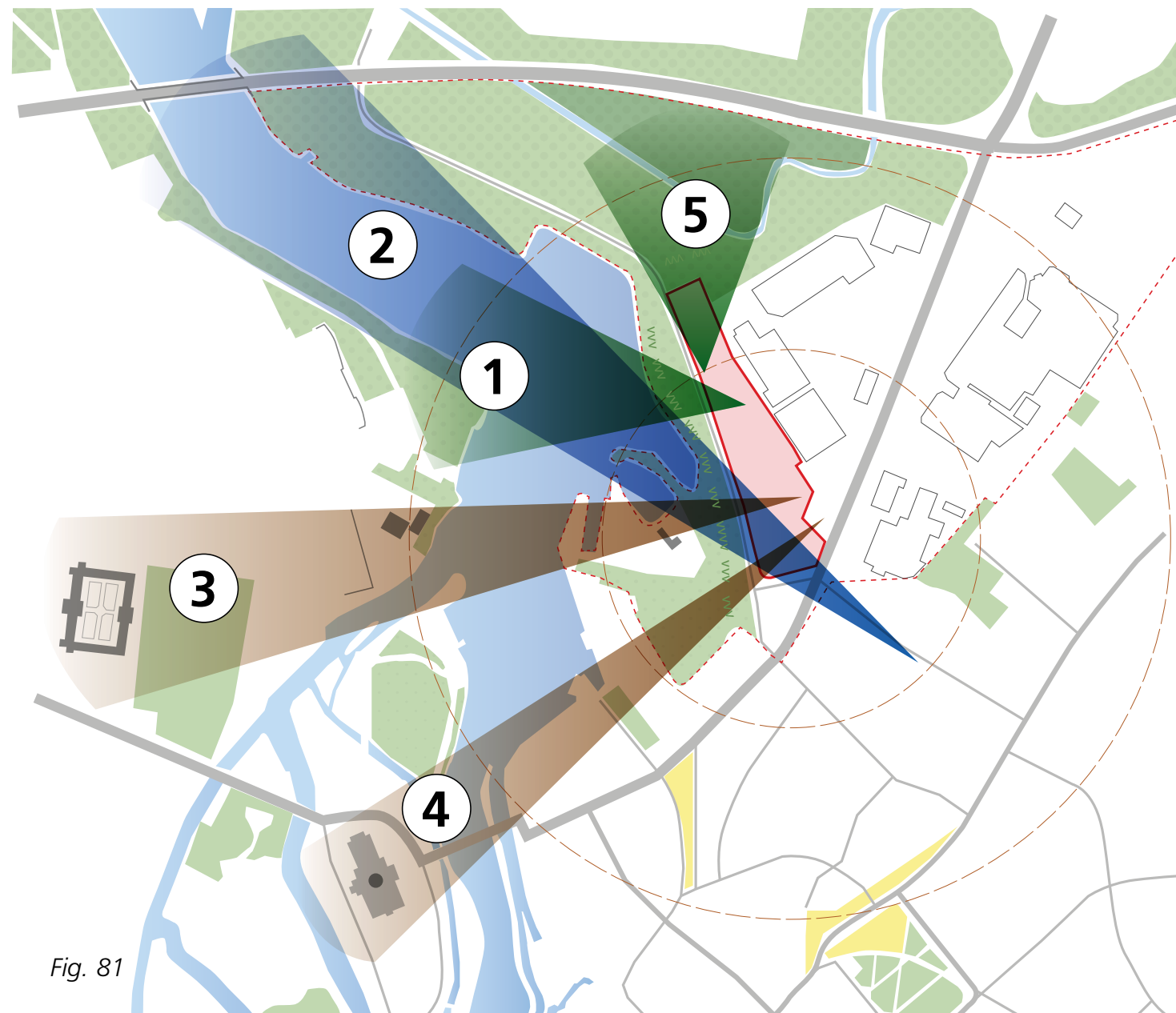


Fig. 81

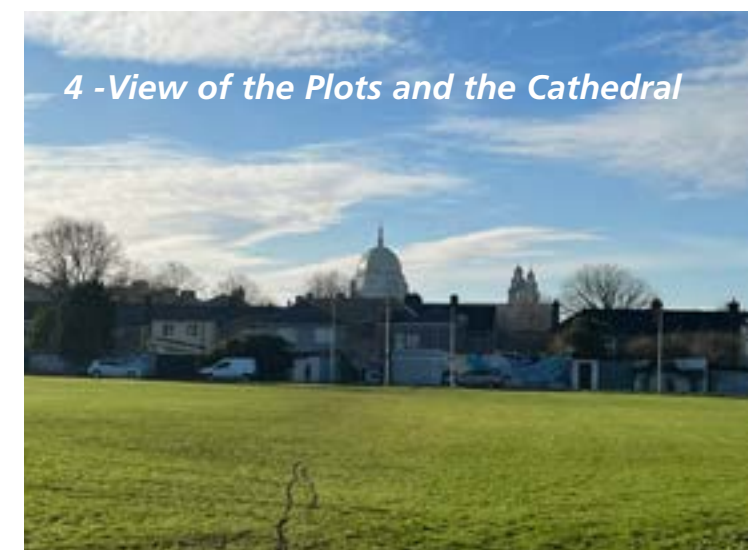


Fig. 82: Photo by MOLA

4.2 Built Form

4.2.3 Strategy

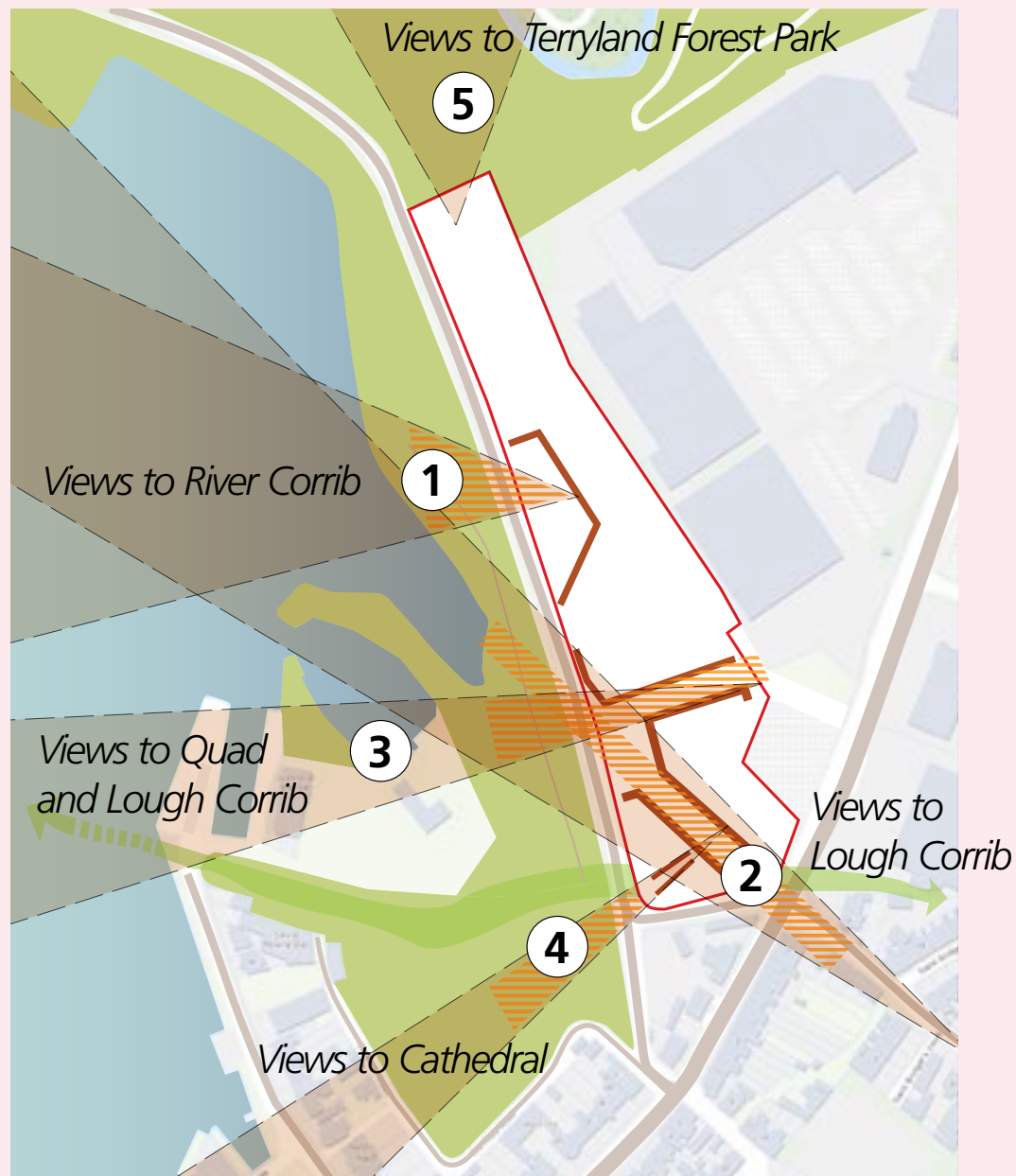


Fig. 83

A Strong Public Realm Revealing the City

The geometry of the urban blocks will create a strong visual connection between the new neighbourhood, the River Corrib, the surrounding University and the City Centre.

4.2.4 Development Framework in Context



Fig. 84: Development Framework

4.2 Built Form

4.2.5 Orientation, Aspect and Daylighting

The block has an **East/west orientation** with no north facing apartments and maximises dual aspect apartments on corner and ends.

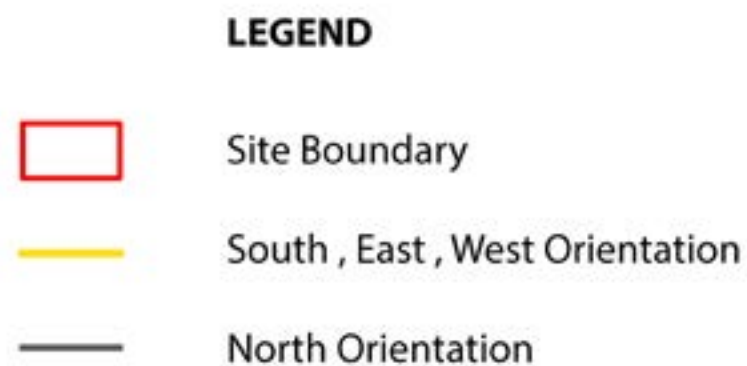


Fig. 85

4.2 Built Form

4.2.6 Scale and Massing

Phase 1 Apartment building is a **5 to 9 storey** block

LEGEND

Site Boundary

1-2

2-3

3-4

4-5

6-7

7-8

9+

Fig. 86

1.0 INTRODUCTION

2.0 SITE ANALYSIS

3.0 VISION

4.0 FRAMEWORK

5.0 PHASES

4.2 Built Form



Fig. 87

4.2.7 3D Visualisation

Potential Phase 1 Development (Left)

Potential Development: Phase 1, 2 and 3 (Below)



Fig. 88

4.2 Built Form

4.2.7 3D Visualisation

*Phase 1 Preliminary Artist's Impression
(Work in Progress)*



4.3 Land Use

4.3.1 Objective

OBJECTIVE 3

Create A Vibrant Neighbourhood

- *An appropriate mix of day and evening uses will promote the quality, vitality and ambiance of the area around the Plaza.*
- *Streets are active day and evening to make a safe, environment.*
- *The Beacon building, acting as an anchor at the Plaza, along with possible small retail or cafe units will activate the public open space.*
- *The Development Framework layout can integrate a diversity of civic, social spaces, and workplaces, in order to create a sustainable and inclusive neighbourhood, for all ages.*
- *Promote increased residential densities within the centre and the south of phase 1 site, around the Plaza.*



Illustrations by MOLA

Fig. 92: Reference Images

4.3.2 Concept

Three Character Areas

This project will create new opportunities for the public to engage with:

(1) River Side Residential Neighbourhood

(2) The Plaza Neighbourhood

A flexible civic, commercial and cultural epicentre for the Development Framework .

(3) Potential Terryland Forest Residential Neighbourhood

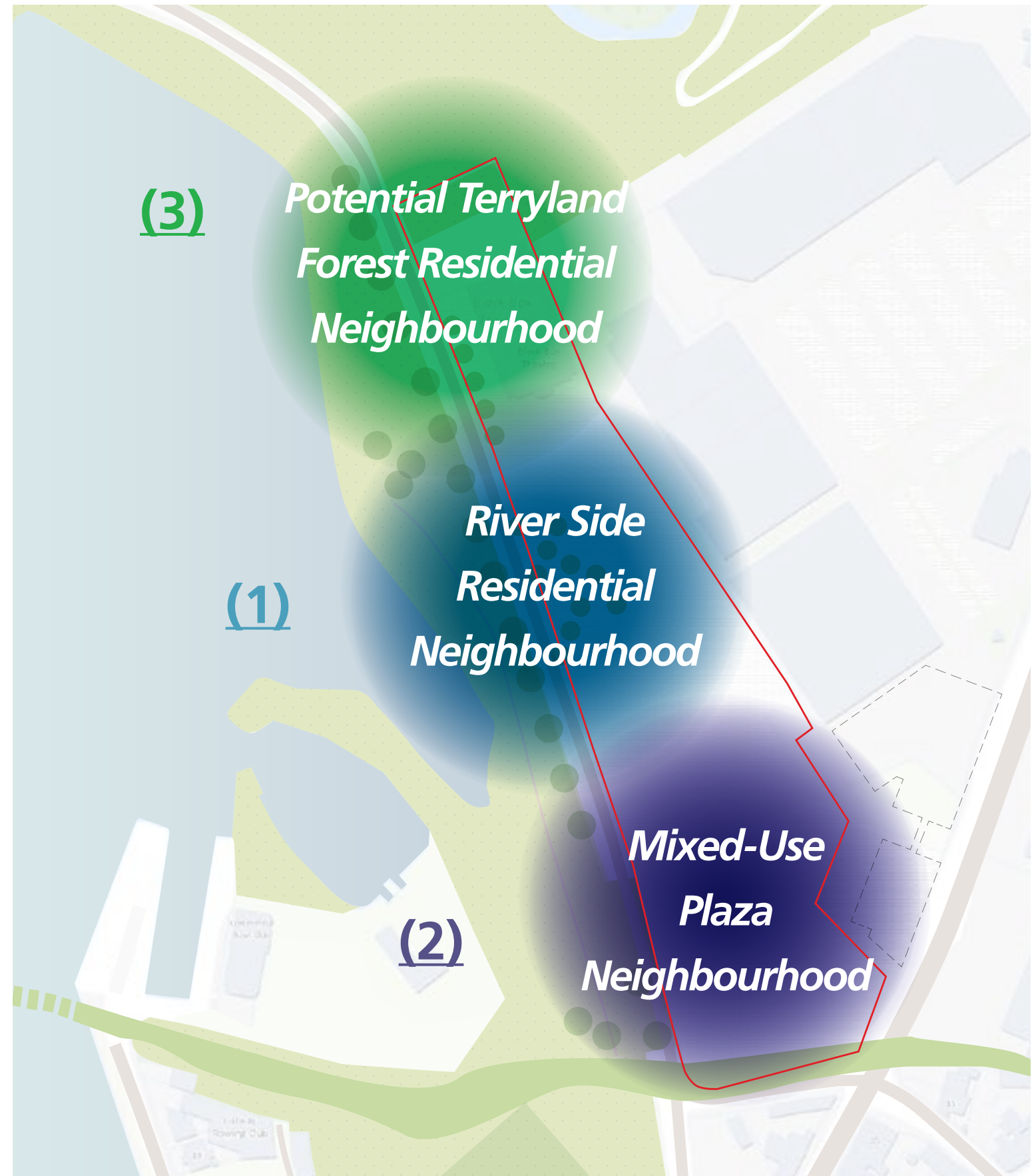


Fig. 93

4.3 Land Use

4.3.3 Building Typology

LEGEND





-  Site Boundary
-  Residential Blocks
-  Potential Phase 3 Residential Block, subject to Blackbox Theatre relocation
-  Mixed Use - Phase 2 possible uses



Fig. 94

4.3 Land Use

4.3.3 Layout

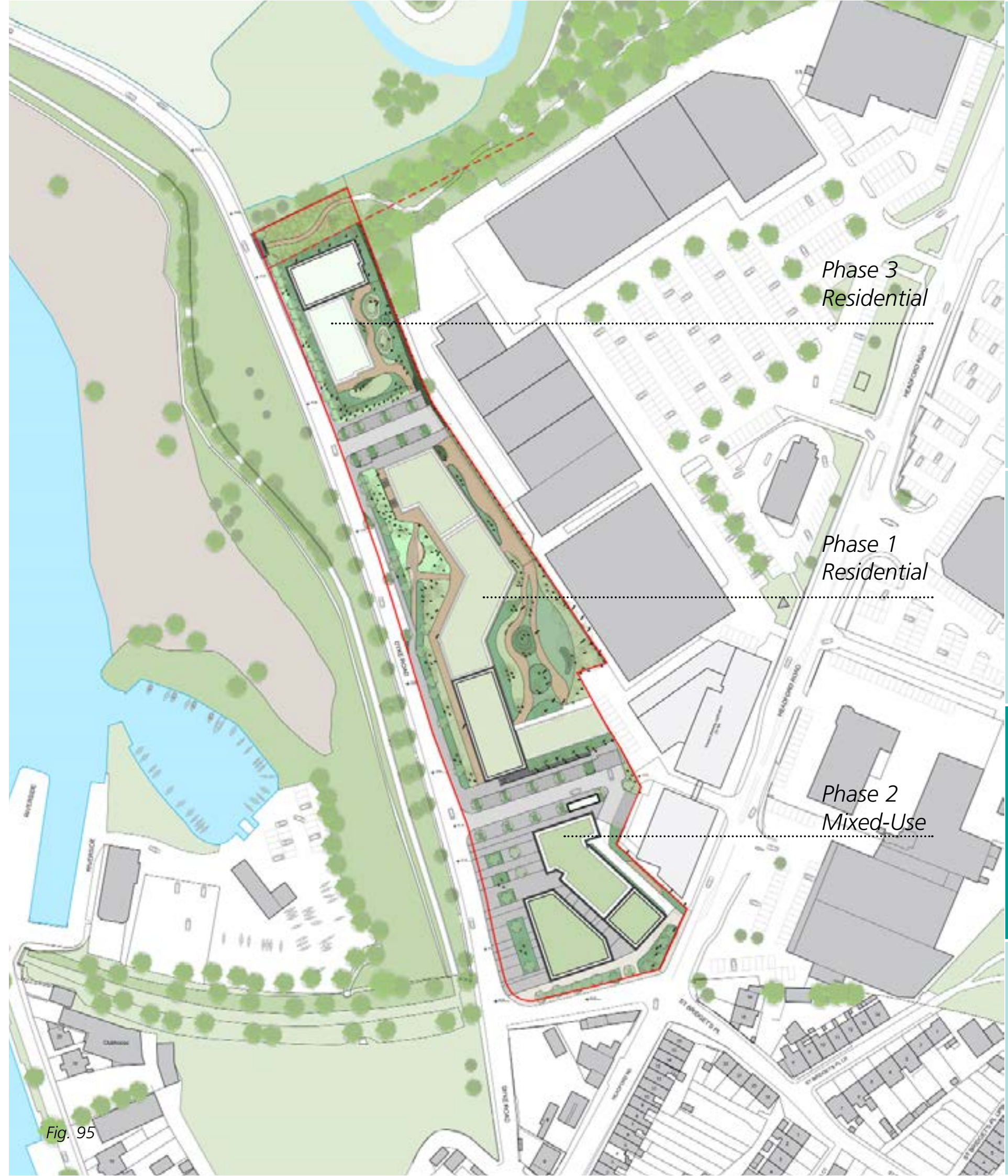


Fig. 95

4.4 Community

4.4.1 Objective



OBJECTIVE 4

Supporting an Inclusive Community

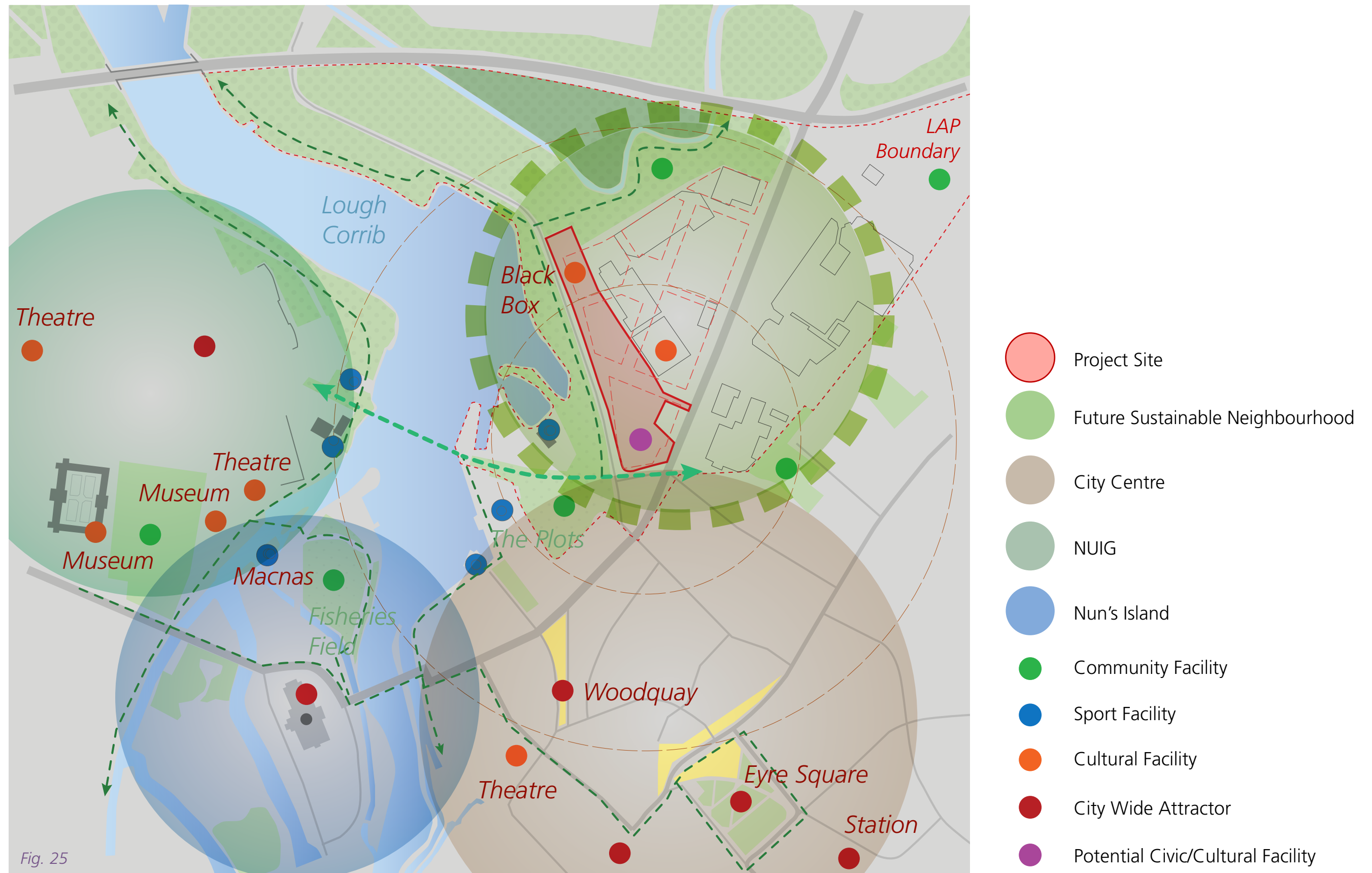
- *The Development Framework 's public programme includes a plaza, forming a viewpoint to the river around which mixed uses are organised.*
- *The south edge of this area is activated by the future Clifden Railway bridge, connecting the site to the University of Galway, and further to the future Connemara cycle path, brings multiple opportunities for tourism, learning and R&D uses and synergies.*
- *A central aspect of the project is the beacon building, acting as a landmarks on the river edge and adjacent to the proposed pedestrian bridge. The building provides panoramic views towards the River Corrib, the university, and the town centre. It can accommodate diverse uses.*
- *It is an objective to integrate with Galway's vibrant art, community, and tourism infrastructure.*



Fig. 24: Reference Images

4.4.2 Concept

An Integral Part of Galway's Rich Cultural & Community Infrastructure



4.5 Mobility

4.5.1 Objective



OBJECTIVE 5

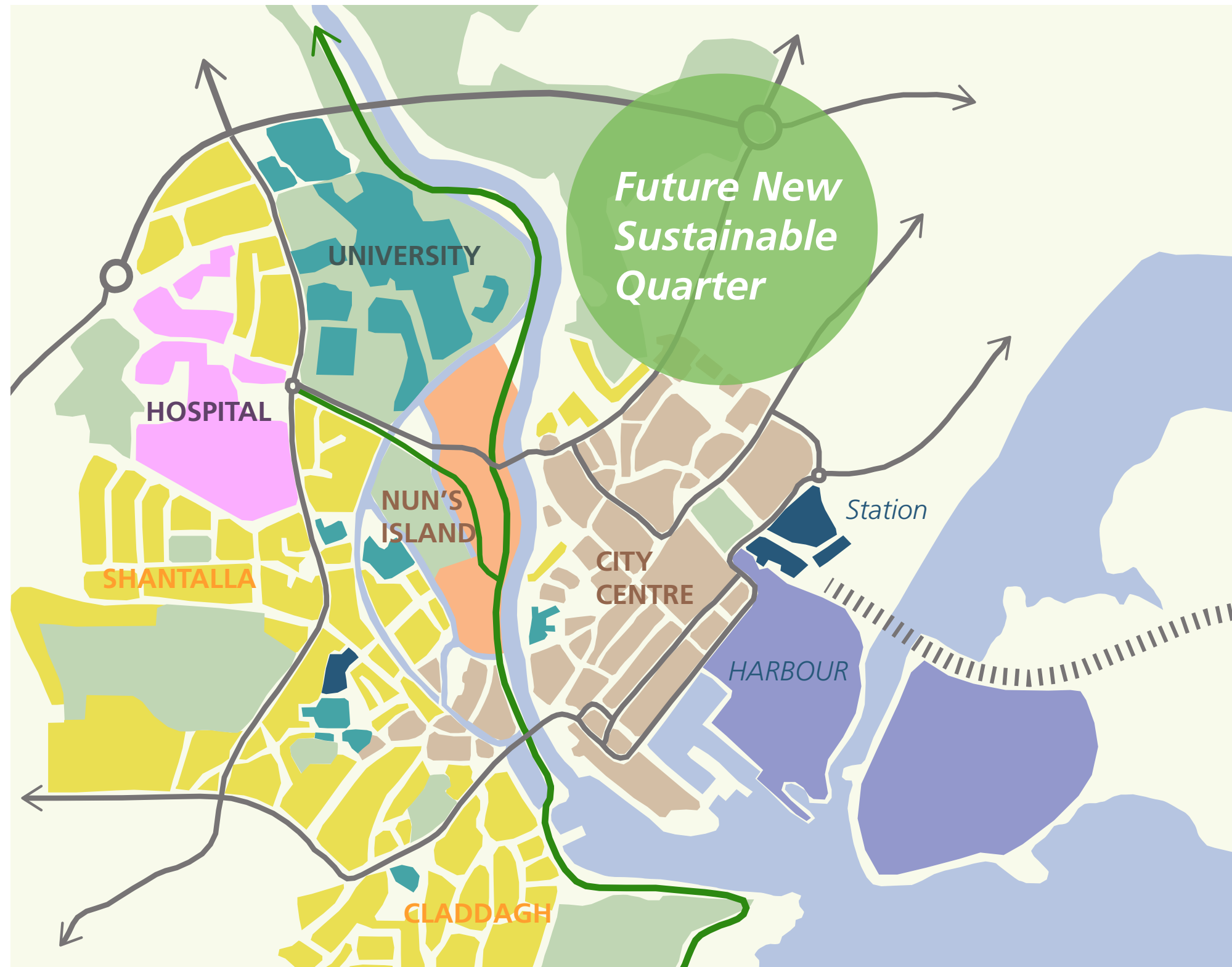
A Walkable and Sustainable Neighbourhood

- *This Development Framework is envisioned as a sustainable and resilient development. We focus our approach on urban regeneration, mobility, flood resilience, sustainable approach to green infrastructure and architecture. The LDA has adopted the Home Performance Index (HPI), Ireland's national certification for new homes.*
- *Develop a vibrant neighbourhood on the model of the "15-Minutes City" concept. Promoting a local lifestyle centred around community access and sustainable mobility brings a wealth of benefits to people, the economy, and the environment.*
- *Bring 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.*
- *Re- establish strong connections and permeability towards the City Centre, the immediate surroundings, and the wider natural environment of the river and Terryland Forest.*
- *Establishing a network of interconnected pedestrian and cycle routes is an objective of the Development Framework .*



4.5.2 Concept

Creating a New Sustainable Quarter



Sustainable Principles:

- Compact Growth
- Connectivity
- Urban Regeneration
- Proximity to Galway City Centre

Fig. 99

4.5 Mobility

4.5.3 Proposed Clifden Railway Bridge Interface

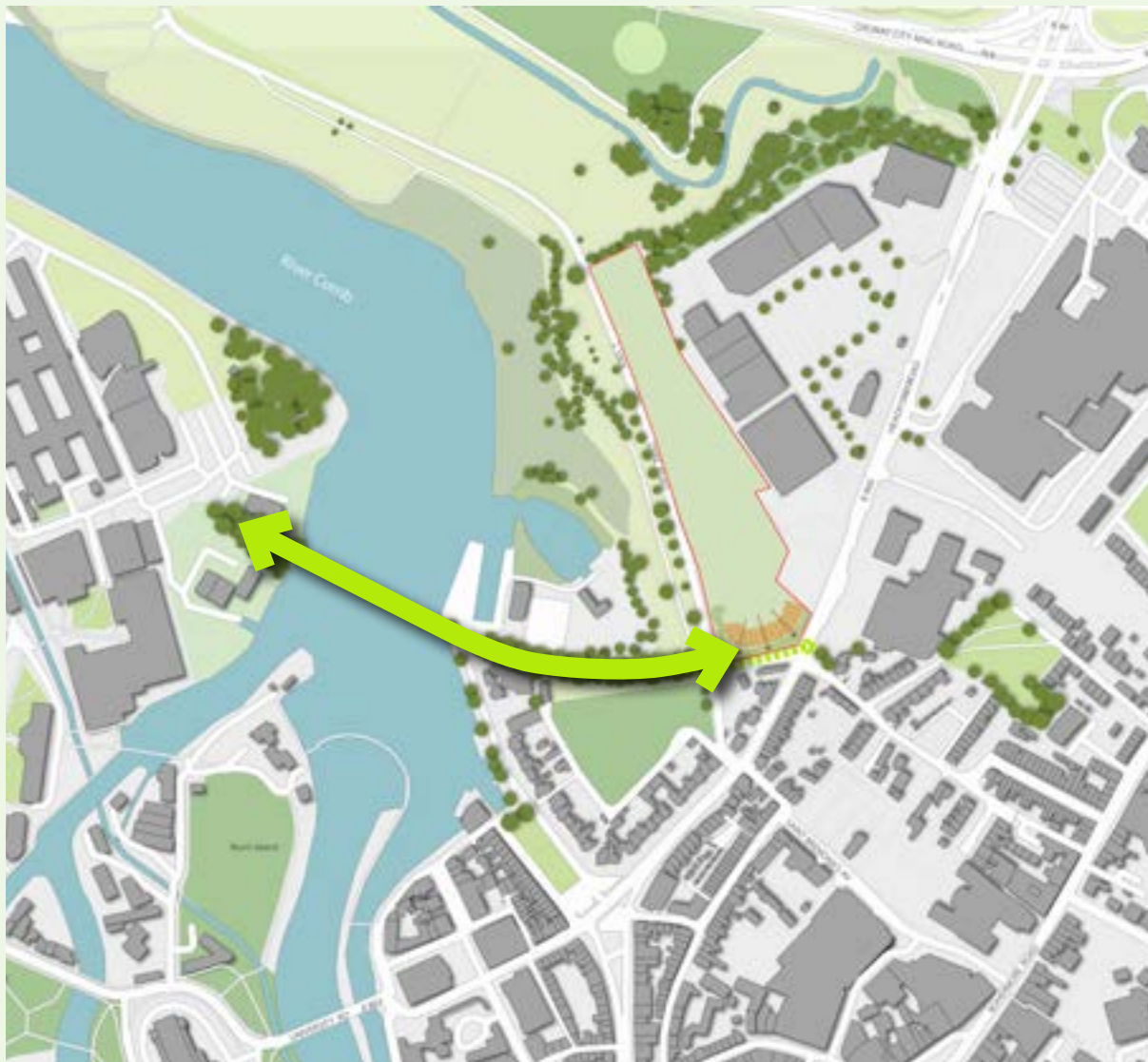


Fig. 100: Proposed Clifden Railway Bridge Route, as per GCC's published draft plans.

- The proposed Clifden Railway Bridge is a project proposed by Galway City Council
- Connection through green space located south of Phase 2
- Potential link with other pedestrian & cycle routes along the Corrib and Dyke Road



Fig. 101

4.5 Mobility

4.5.4 Access, Movement and Connectivity: Pedestrian & Cycle



4.5 Mobility

4.5.5 Access, Movement and Connectivity: Vehicular

- The project supports a sustainability mobility strategy -especially given its proximity to City Centre and employment uses- encouraging walking, cycling (ample cycle storage also providing for cargo bikes and EV bikes) car sharing, with the provision of 5 no. car sharing spaces for Phase 1.

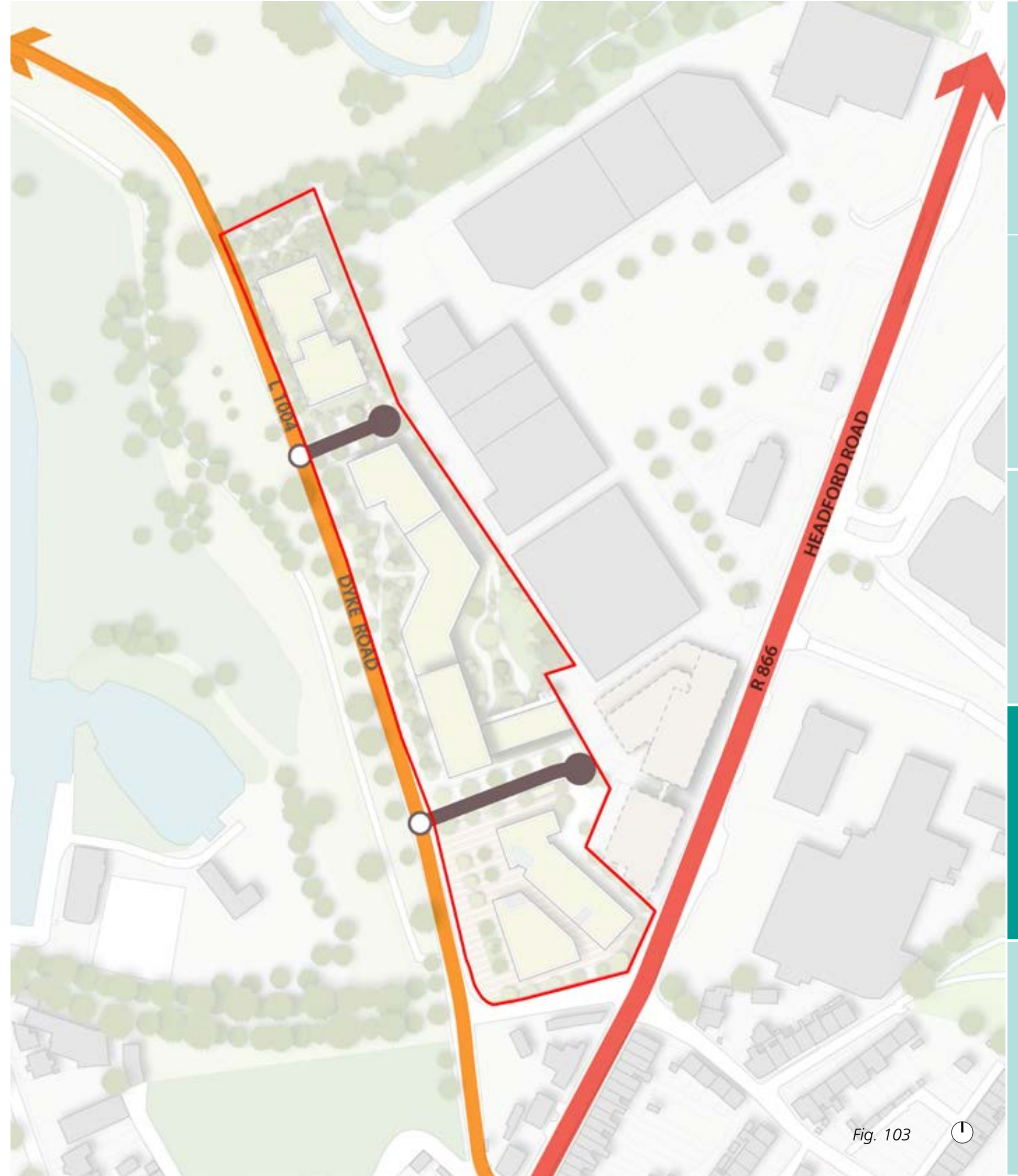


Fig. 103

4.6 Landscape and Public Realm

4.6.1 Concept



Fig. 104: Proposed Landscape conceptual diagram.

Concept: Creating a Dialogue with the Lough Corrib Landscape

Articulating public realm and principal frontages to address the river Corrib landscape, creating south-west oriented courtyards, parks and squares opening views towards the Lough.

4.6 Landscape and Public Realm

4.6.2 Open Spaces Strategy

- Communal Open Space
- Playspaces/ Playgrounds

(Complying with the City Green Space Strategy, Recreation and Amenity Needs Strategy 2008 and the Galway City Child Friendly Strategy 2001)

- Public Open Space

LEGEND

-  Site Boundary
-  Proposed Public Open Space
-  Proposed Communal Open Space
-  Playspaces/ playground
-  Public Plaza
-  Private open space/ balconies



Fig. 105



4.6.3 Landscape Design

• Transitions From Urban To Green-Blue Space

The landscape concept aims to impart a unique identity for the public realm and private spaces which will enhance and enrich the local landscape, biodiversity and tree cover to deliver a sustainable and dynamic residential environment. The opposite plan outlines the landscape concept within our site and illustrates a potential future harmonious integration with the broader surrounding landscape (which does not form part of this project). Following are the primary principles of landscape design:

- Landscape treatments intensify from south to north and from east to west
- Ordered landscape of the city transitions to more naturalistic forms and typologies
- Urban transition to green/blue space reflected at all levels of landscape design – roof & ground / strategy & detail / materials & character
- Lough Corrib Riparian and Terryland Forest Park characters reflected in vegetation selection, etc.
- Connections to linear park across road critical – free movement if possible
- Contact with nature
- Embracing level changes whilst retaining full universal access and Part M compliance
- Biodiversity and NbS central to design moving forward



Fig. 106



Fig. 107: Wider Landscape Concept

4.6.3 Landscape Design

- Transitions From Urban to Green-Blue Space

Sections illustrate continuity of soft landscape elements creating connectivity and ecological 'stepping stones' throughout the site, as well as amenity for residents and improvements to the site and context.

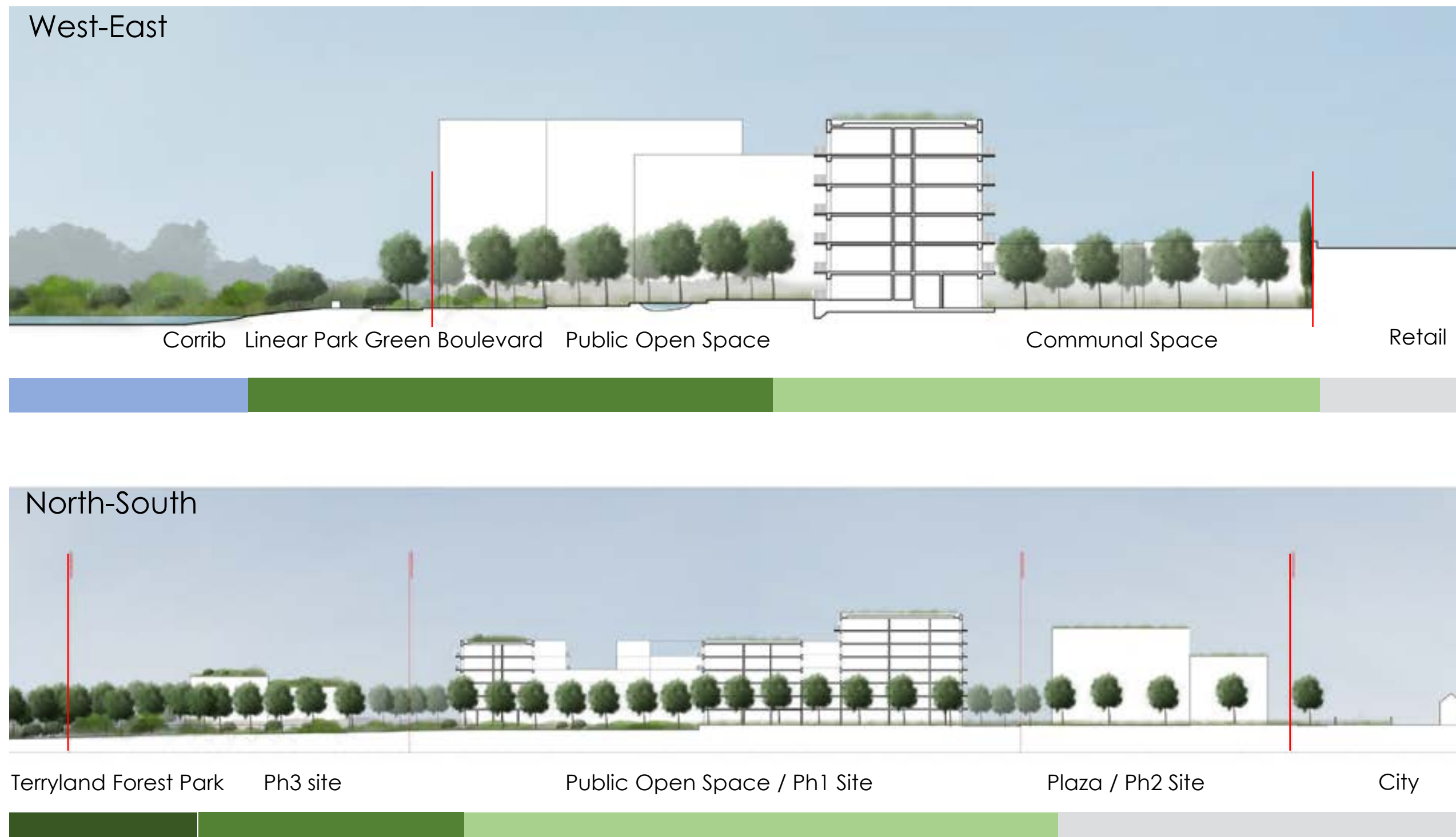
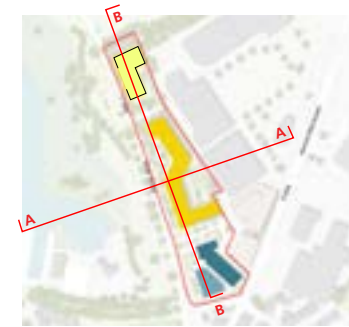
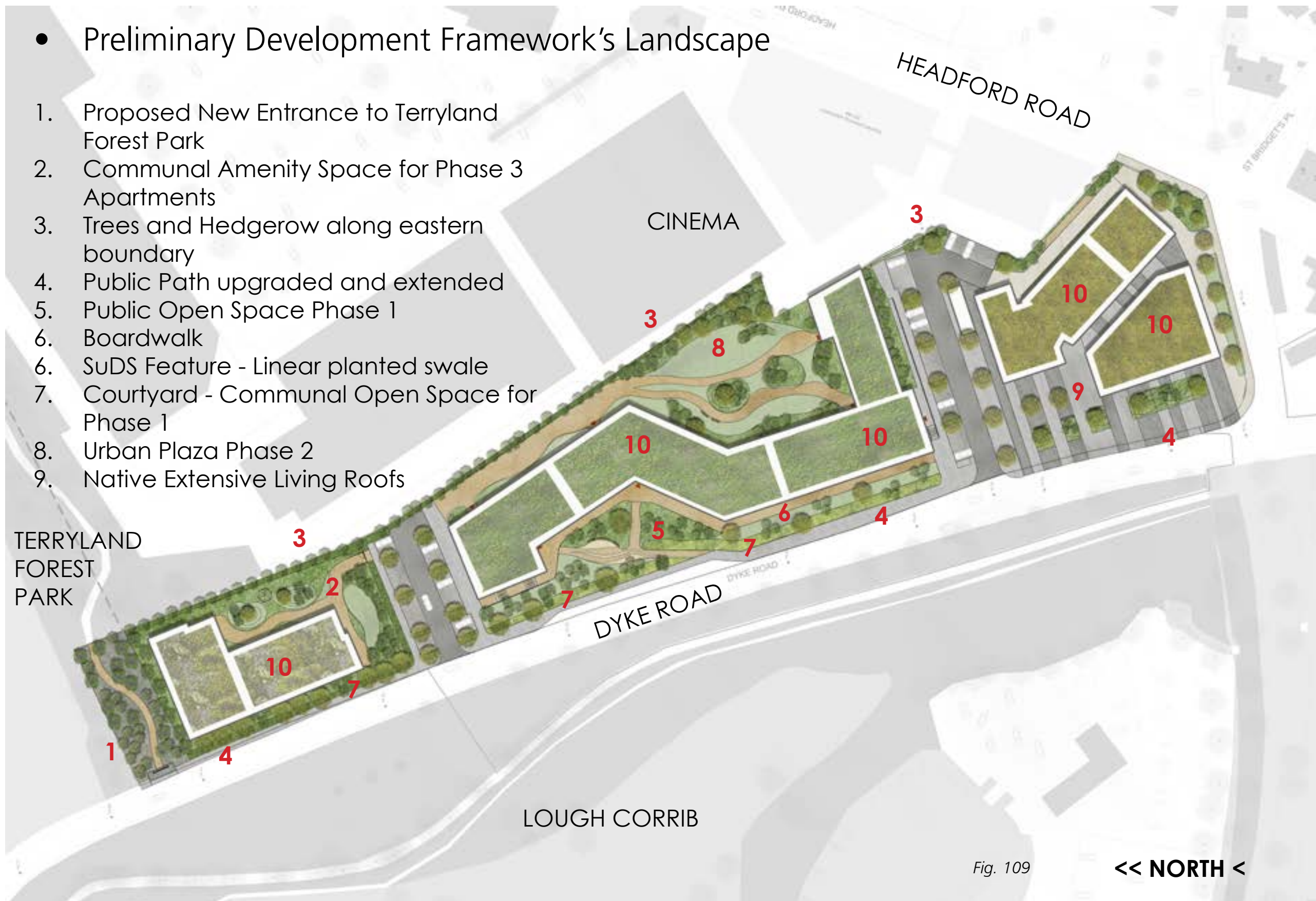


Fig. 108

4.6.3 Landscape Design

- Preliminary Development Framework's Landscape

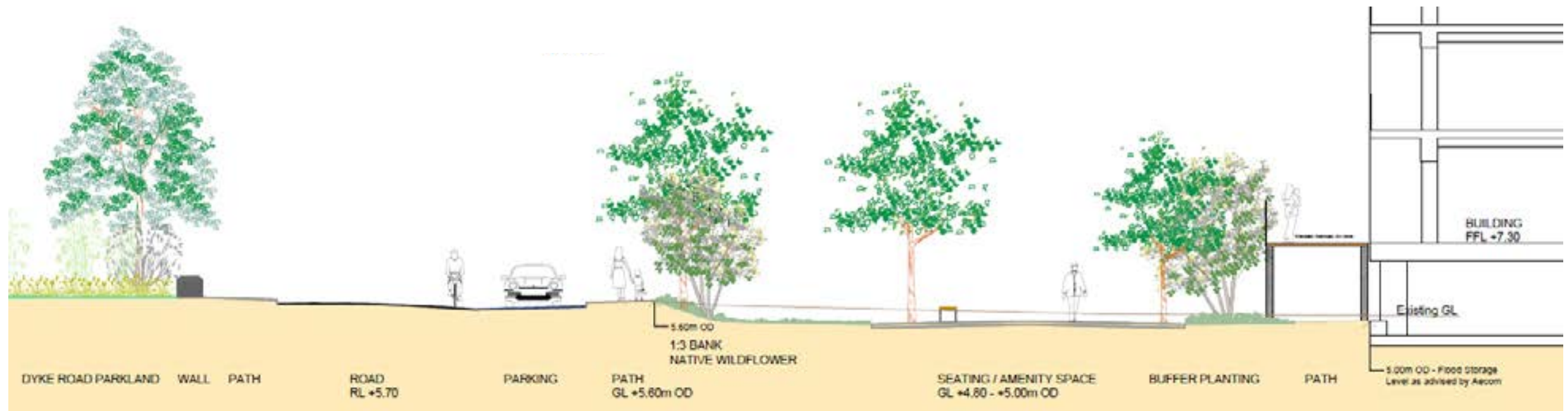
1. Proposed New Entrance to Terryland Forest Park
2. Communal Amenity Space for Phase 3 Apartments
3. Trees and Hedgerow along eastern boundary
4. Public Path upgraded and extended
5. Public Open Space Phase 1
6. Boardwalk
6. SuDS Feature - Linear planted swale
7. Courtyard - Communal Open Space for Phase 1
8. Urban Plaza Phase 2
9. Native Extensive Living Roofs



4.6.3 Landscape Design

- Typical Sections

Section through Dyke Road, Swale, Public Open Space



Section through Communal Open Space, Central Block



Fig. 110

4.7 Sustainable Placemaking

4.7.1 Resilient Green Infrastructure

- Biodiversity



- Softscape & Biodiversity Strategy

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*



Fig. 112

- Sustainable Drainage Strategy

Linked to both Hard- and Soft-scape

Preliminary Design includes swale at low point along Dyke Road, per section to right.

Level difference arises from Flood Risk Management Strategy.

Additional potential SuDS Elements include the following, subject to detailed design and collaboration with the engineering team:

- Rainwater harvesting
- Bioretention
- Trees (constructed pits)
- Detention Basins
- Ponds & Wetlands

Green roofs also form part of the SuDS strategy - see following page.

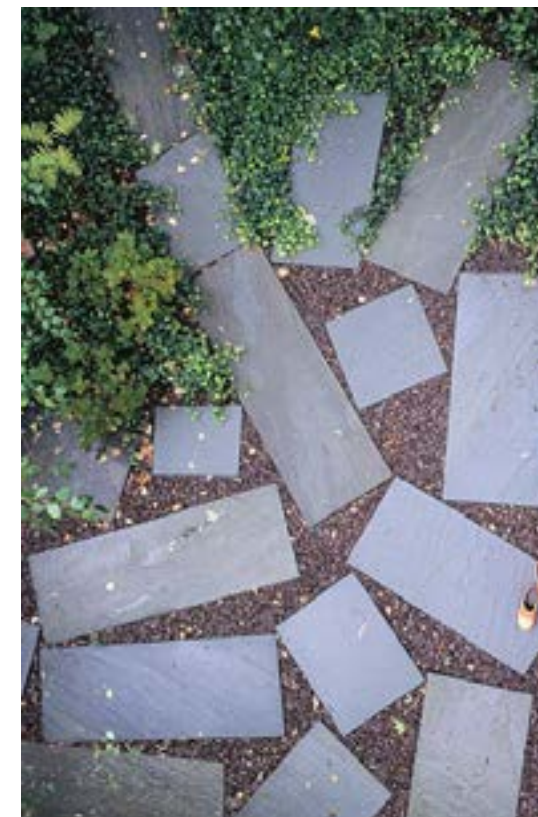
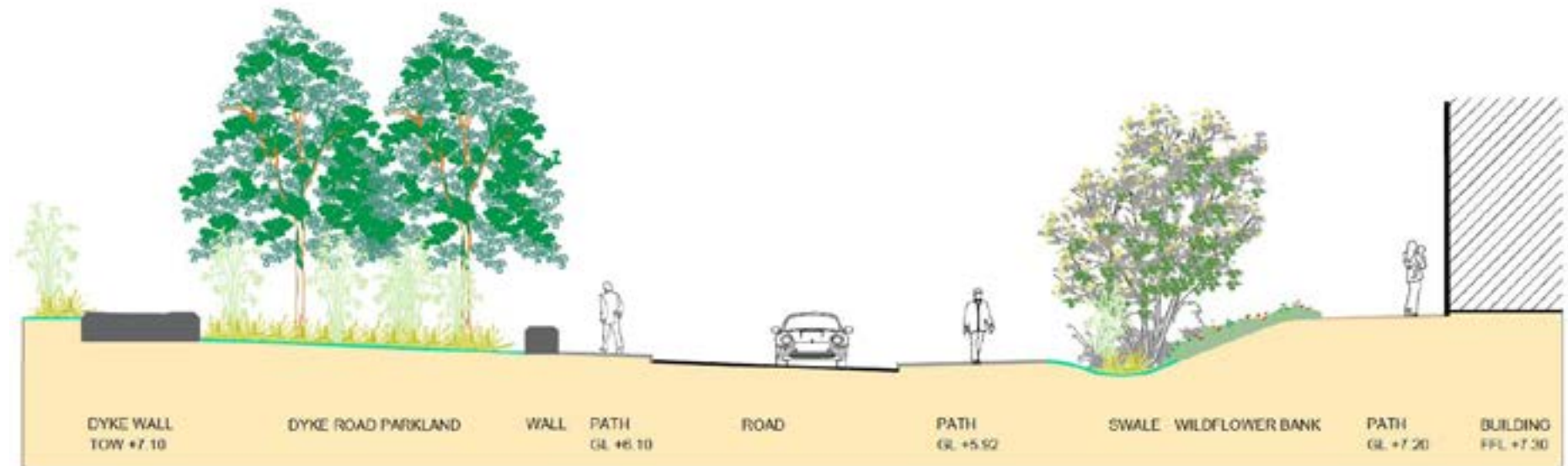


Fig. 113

• Green Roof 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.



Fig. 114



Typical Shrubby Species:

- Wild Rose
- Blackthorn
- Honeysuckle
- Guelder Rose
- Spindle
- Hazel
- Willow

Typical Perennial Species:

- Bluebell
- Native Grasses
- Ferns
- Purple Loosestrife
- Teasel
- Reeds/Rushes
- Yellow Flag Iris

Typical Sedum / Low Wildflower:

- Native sedums - Stonecrops
- Saxifrages
- Wall Pennywort
- Storksbill
- Thyme (Wild)
- Sweet Violet / Dog Violet
- Harebell



4.7.2 Microclimate

- Daylight and Sunlight

In terms of Daylight and Sunlight, the Development Framework 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).

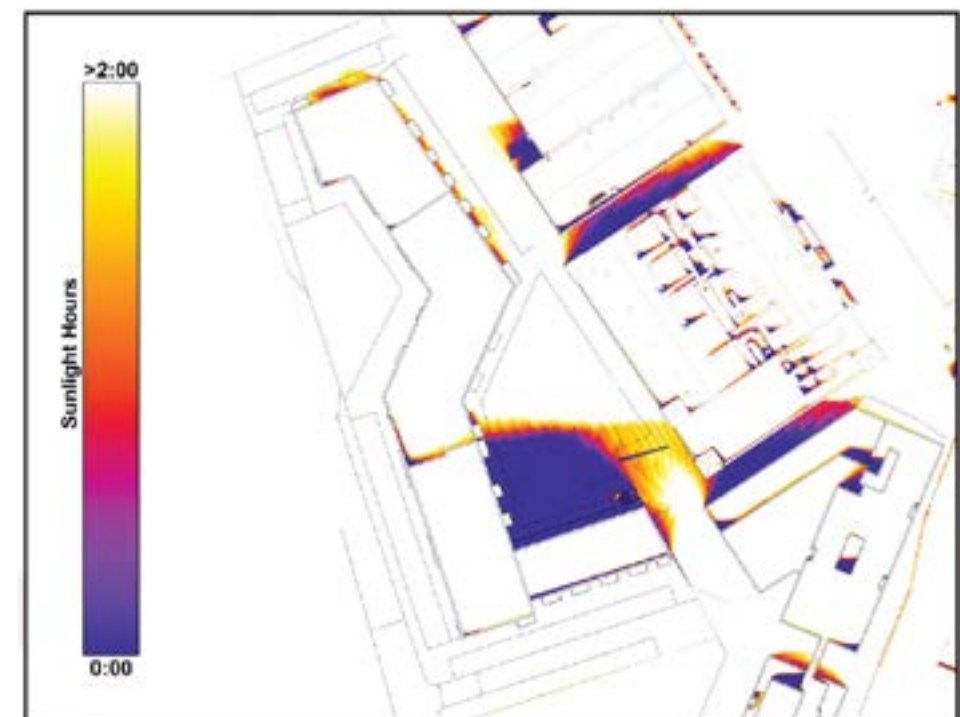
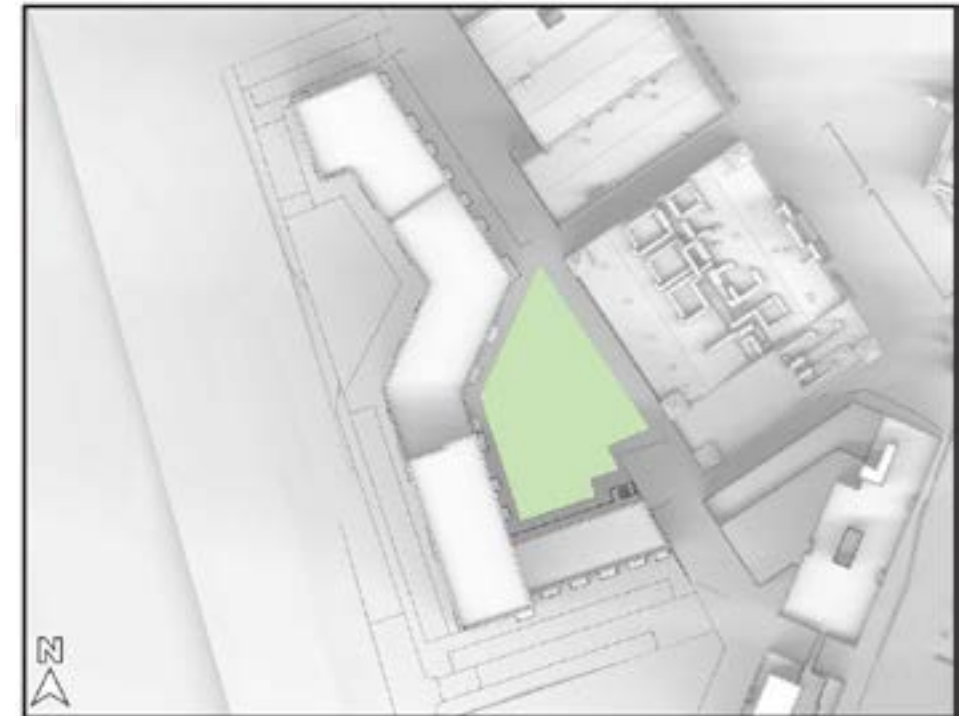


Fig. 115 & 116: Scheme Performance: Sun On Ground (SOG)

4.7.3 Active Travel

- Objectives
 - Bring pedestrian and soft transport modes to the forefront of the development, with the transformation of Dyke road in order to create a widened space for pedestrian and cyclists, in an improved and high quality environment.
 - Re- establish strong connections and permeability towards the City Centre, the immediate surroundings, and the wider natural environment of the river and Terryland Forest.
 - Establishing a network of interconnected pedestrian and cycle routes is an objective of the Development Framework .



Fig. 118: Active Travel (Copyright Jill Jennings)

4.7.4 Home Performance Index

- HPI Overview

The LDA 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. It is the intent of this Development Framework to establish a framework which facilitates subsequent phases of development in a consistent and sustainable manner. 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.



Fig. 117

The LDA has adopted the Irish Green Building Council's (IGBC) Home Performance Index (HPI) as its primary 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).

5.0 Plots And Phasing

5.1. Phasing Proposal

5.2. Phase 1 Residential

5.3. Phase 2 Mixed Use, South (Potential)

5.4. Phase 3 Residential, North (Potential)

5.5. Existing Uses

5.6. Next Steps



Fig.119: Aerial View of the Site

5.1 Phasing Proposal

It is the intention to construct the development over three separate phases. The centre of the site -north of the car parking- will be developed first, and is the main phase of development, delivering affordable homes. Phases 2 and 3 are potential future phases.

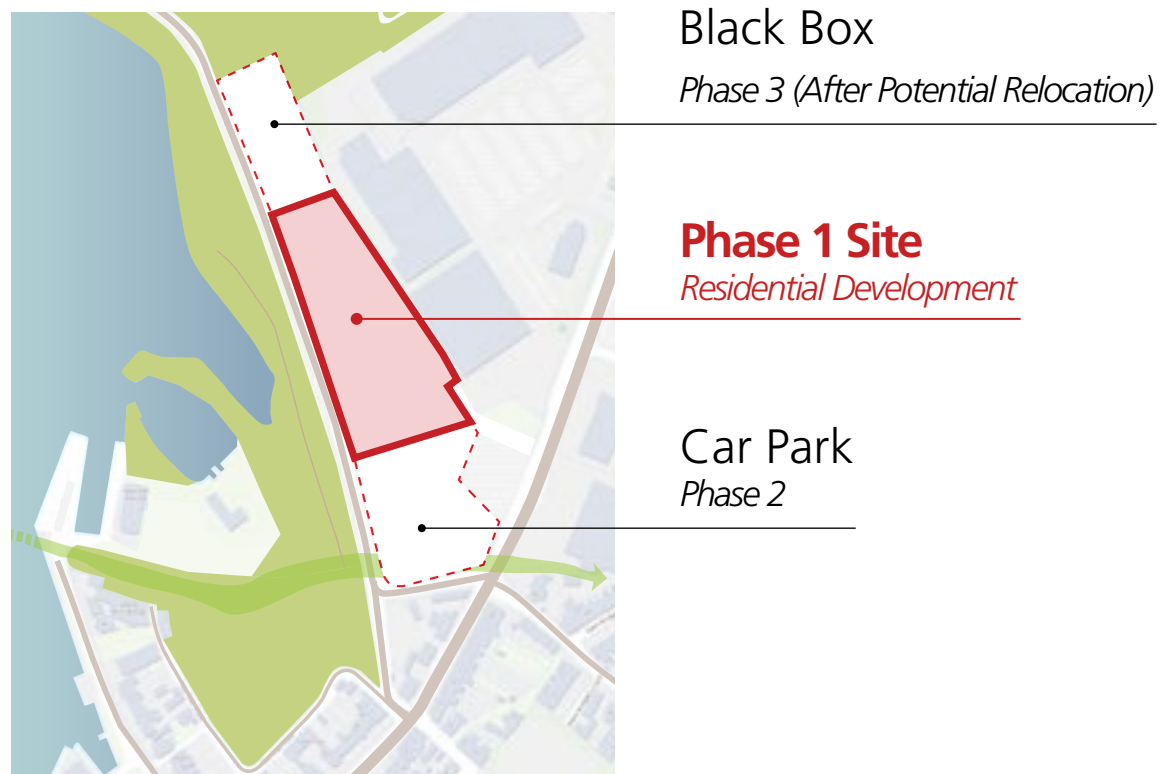


Fig. 120



Fig. 121

5.2 Phase 1 Residential

The phasing strategy aims to accelerate the delivery of new homes. It is proposed to seek planning permission firstly for the Phase 1 residential development and construction is targeted to commence in 2027.

Phase 1 planning application to include:

- c.219 apartments (90% cost rental apartments and 10% social apartments);
- A creche;
- Landscaped open space along Dyke Road;
- Communal open spaces and playgrounds; and
- Medium density apartment scheme c. 5-9 storeys.



Fig. 122: Phase 1 Emerging Design Proposal



Fig. 123: Phase 1 Emerging Design Proposal Artist's Impression

5.3 Phase 2 Mixed Use, South (Potential)

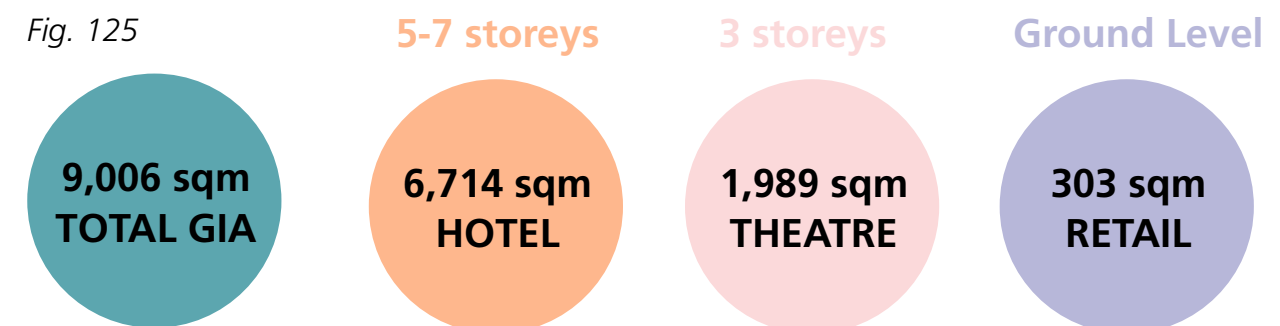


Fig. 124

There is also potential to redevelop the south of the car park for civic, commercial and cultural uses (Phase 2). In the meantime, the existing uses comprising the Black Box theatre and car parking will remain operational as normal.



Fig. 125



5.4 Phase 3 Residential, North (Potential)



Fig. 126

If the Black Box theatre is relocated, there is potential to develop an additional residential block overlooking Terryland Forest Park (Phase 3). In the meantime, the existing uses comprising the Black Box theatre and car parking will remain operational as normal.

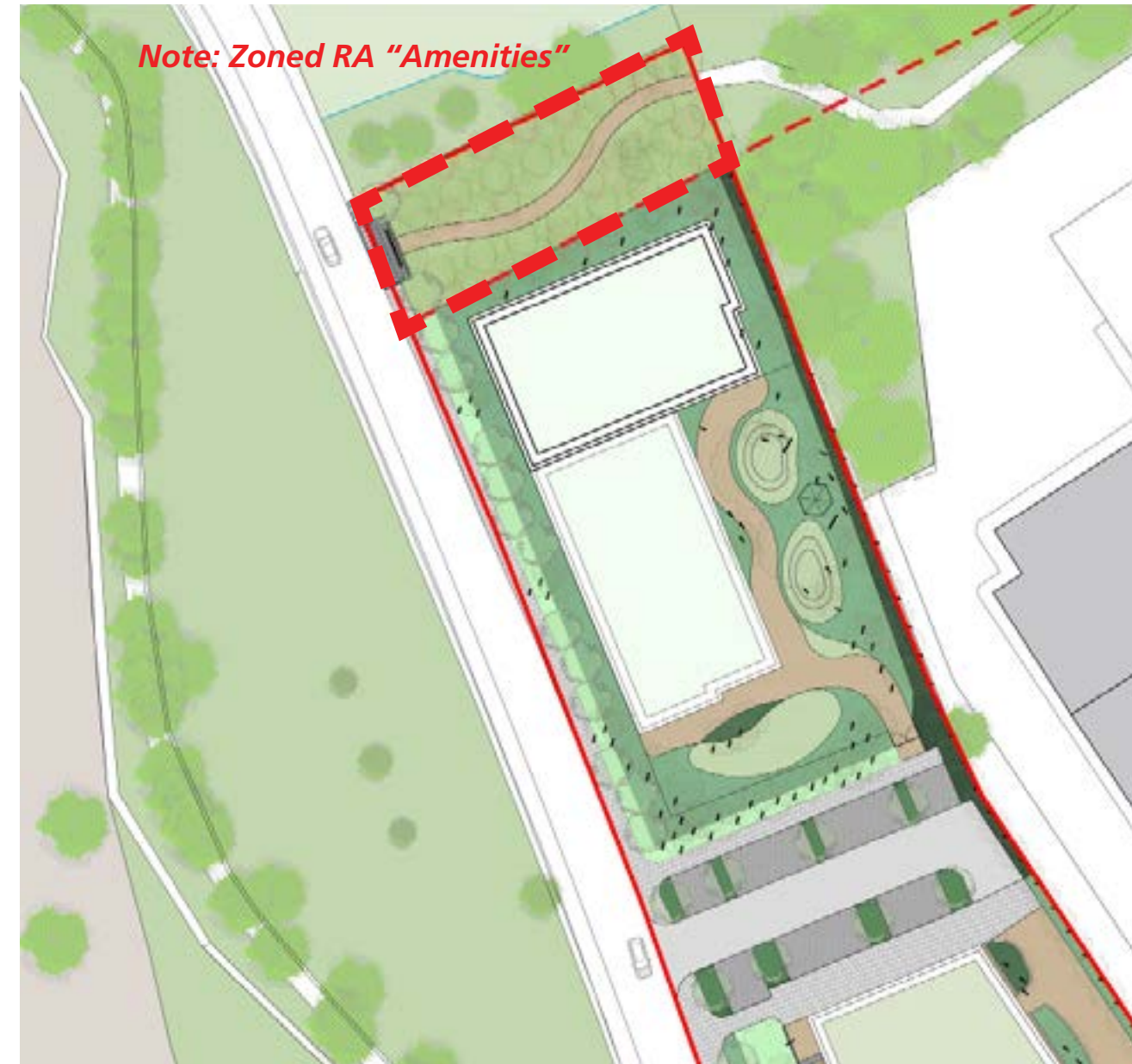


Fig. 127

**62 Units
TOTAL**

5.5 Existing Uses

5.5.1 Black Box Theatre



Fig. 128

During Phase 1 development, the existing uses comprising the Black Box theatre and car parking will remain operational as normal.

5.5.2 Public Car Parking



Fig. 129

During Phase 1 development, the existing car parking will be operational. 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.



Fig. 130

5.6 Next Steps

5.6.1 Get Involved

- The LDA recognises the importance of consultation and engagement in progressing plans for delivering housing and creating sustainable and inclusive communities.
- Meaningful engagement with community and stakeholders will create better outcomes and greater understanding between all parties.
- We are keen to hear from you and to discuss ideas, gather feedback and work to opening up and developing new opportunities for living, working and playing in the heart of Galway, please contact us through the website or the contact details below:
Email: **community@corribcauseway.ie**
Phone: **+353 (091) 534664**
- Full details can be found on the website www.corribcauseway.ie which will be updated throughout the process below:



Fig. 131



PROJECT TEAM

Client



Project Team

<i>Design Team Lead, Masterplanners & Architects</i>	MOLA Architecture
<i>Project Managers</i>	Scollard Doyle
<i>Planning Consultants</i>	Brock McClure
<i>Transport Engineering</i>	PUNCH
<i>Civils & Structural Engineering</i>	AECOM
<i>Landscape Architects</i>	Murrays & Associates
<i>Quantity Surveyors</i>	Scollard Doyle
<i>Environmental Consultant</i>	Scott Cawley
<i>Sustainable Design Consultant</i>	Meehan Green
<i>Archaeologist</i>	Moore Group
<i>Sunlight/ Wind Analysis Consultants</i>	IES
<i>Mechanical Engineers</i>	Homan O’Brien
<i>Fire</i>	Jensen Hughes
<i>PSDP</i>	DCON
<i>Assigned Certifier</i>	SWECO
<i>Visualizer</i>	3D Design Bureau
<i>Waste Management</i>	AWN Consulting
<i>DAC Consultant</i>	OHAC



*working in
partnership with*

