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# Corrib Causeway Phase 1, Dyke Road, Galway

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Management Strategy Report  
16/01/2025

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# 1. Introduction

## Executive Summary

Savills have been requested by the Land Development Agency (LDA) to provide a report for the property management strategy for a proposed residential development at Tochar na Coribe, Corrib Causeway, Dyke Road, Galway.

The aim of this report, is to set out the management strategy for the proposed development, including its community areas / facilities, public spaces, residential amenities and apartments, upon completion and move-in of the first residents. It will explain how the development will operate and how the management and maintenance teams will integrate, ensuring that the development is maintained to the highest of standards. A key challenge for a development of this scale is to ensure that it is kept to the highest standards and remains safe for residents and local users. This will be the main priority for the management team.

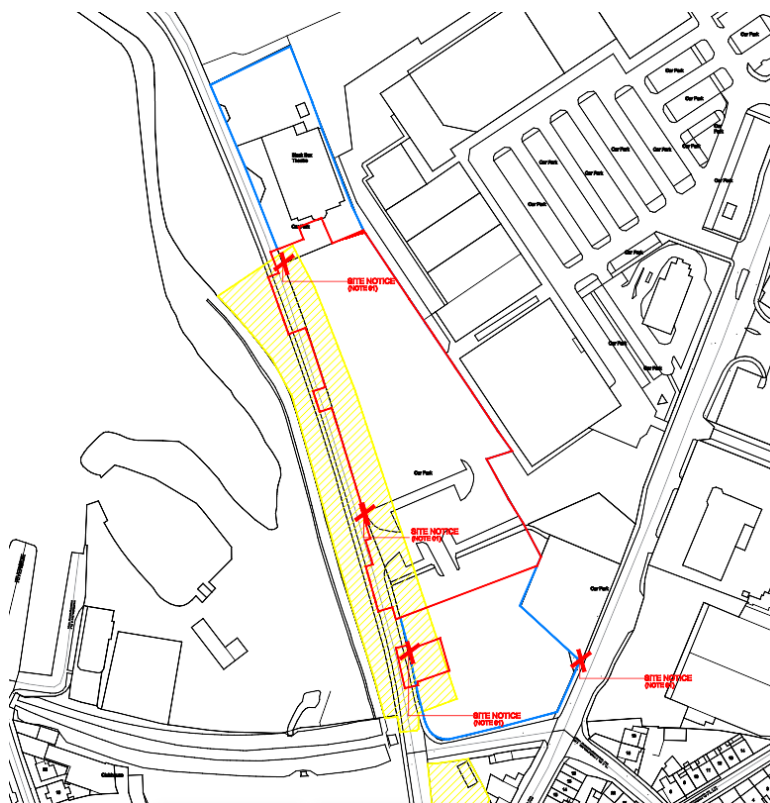


Figure 1: Phase 1 outlined in red (Source: Mola Architects).

## Development Description

The Land Development Agency on behalf of Galway City Council as the applicant intend to apply for residential development by way of a Part X planning application with a total application site area of 1.144 ha (2.93 ac.), on lands at the Dyke Road, Galway. The subject site lies between the Black Box Theatre to the north and an existing car park to the south.

The site has been identified as a regeneration site with a unique opportunity to provide a residential-led development with linkages to the established City Centre. The development of this site has a strong planning policy and statutory context set out by the Galway City Development Plan 2023-2029.

The proposal will consist of the construction of a new residential development on 219 no. apartment units and a childcare facility (approx. 241 sqm) in the form of 1 no. new residential block (5-9 storeys over lower ground floor level) with associated car parking, bicycle parking, public and communal open spaces, and all ancillary works on a site area of 1.144 ha. (2.83 ac.)

The development will provide for:

- a. 219 no. residential apartment units (109 no. 1-bedroom units, 100 no. 2-bedroom units and 10 no. 3-bedroom units) each with an associated private open space area in the form of a balcony/terrace.
- b. A raised pedestrian boardwalk along the western elevation of the proposed building.
- c. Open Space (approx. 2,778 sq m) is proposed in the form of (a) public open space (approx. 1,183 sq m) to the west of the proposed building fronting on to Dyke Road accommodating outdoor seating, planting, a sunken garden and pedestrian pathways and connections; and (b) communal open space (approx. 1,605 sq m) to the east of the proposed building in the form of a courtyard including outdoor seating, planting, a children's play area and outdoor sports equipment.
- d. A childcare facility (approx. 241 sq m) at ground floor level with dedicated external play area (approx. 61 sqm) at surface level.
- e. A total of 33 no. new car parking spaces at surface level to serve the proposed residential development (including 2 no. accessible spaces). In addition, 2 no. set down / drop off spaces are proposed to serve the childcare facility.

- f. A total of 465 no. bicycle parking spaces to include 330 no. standard residential spaces, 100 no. visitor spaces, 25 no. cargo bicycle spaces and 10 no. bicycle parking spaces dedicated for the childcare facility staff, all at surface / lower ground floor level.
- g. Vehicular access to serve the development is proposed via Dyke Road at 2 no. new locations along the western site boundary (to the northwest and southwest of the main development site). Pedestrian and Cyclist access is also proposed throughout the site via Dyke Road and a new pedestrian crossing is also delivered at Dyke Road. The proposed development will extinguish the existing pedestrian connection between Galway Retail Park and the subject site as part of wider proposals for local improvements to permeability.
- h. The removal of 389 no. existing car parking spaces (311 no. from Car Park 1 and 78 no. from Car Park 2) is proposed to provide for the new development. An overall total of 165 no. existing car parking spaces will be maintained in Car Park 2.
- i. The extinguishment of the main existing vehicular entrance serving Car Park 1 and Car Park 2 at Dyke Road with provision made for a new vehicular access point (to the south of the main development site) to facilitate continued access to existing Car Park 2 and the remaining car parking spaces (165 no.).
- j. The removal of existing bring bank facilities including 2 no. clothing banks and 8 no. bottle banks from Dyke Road.
- k. 2 no. telecommunications lattice towers (overall height 6.45 m and 7.67 m) affixed to the rooftop supporting 9 no. 2m 2G/3G/4G antennas; 9 no. 0.8m 5G antennas; 6 no. 0.3m microwave transmission links; together with all associated telecommunications equipment and cabinets. The proposed overall building height including the telecommunications towers is approx. 38.18 m (+43.18 AOD).

The development will also provide for all associated site development works, infrastructure, excavation and clearance works including decommissioning the existing Black Box Theatre waste water pumping station, provision for a new pumping station complete with below ground emergency storage, all boundary treatment/retaining walls, public lighting, internal roads and pathways, ESB substations, switch rooms, water tank rooms, cleaner store and WC, meter rooms, facilities management office, parcel store, comms rooms, plant room, generator room / associated plant space, bin storage, bicycle stores, hard and soft landscaping, play equipment, below ground attenuation tanks, nature based SUDs features, green roofs, roof plant, new and replacement site services and connections for foul drainage, surface water drainage and water supply.

This planning application is accompanied by an Environmental Impact Assessment Report and Natura Impact Statement.

## Residential Tenure Mix

The proposed tenure mix for the development is 10% Social Homes and 90% Cost Rental Homes. Of the 219 no. homes proposed in this application, 22 homes are proposed for social tenure (to be managed by Galway City Council) and 198 no. homes are Cost Rental (to be managed by the appointed development agent on behalf of the Land Development Agency).

## Unit Mix

Below is a summary of the proposed residential unit mix:

Core	1 Bed	2 Bed 3p	2 Bed 4p	3 Bed	Total Units
Core A	47	22	35	5	<b>109</b>
Core B	33	0	13	5	<b>51</b>
Core C	<u>29</u>	<u>0</u>	<u>30</u>	<u>0</u>	<b><u>59</u></b>
<b>Total</b>	<b>109</b>	<b>22</b>	<b>78</b>	<b>10</b>	<b>219</b>
Mix	50%	10%	36%	5%	100%

Figure 2 – Schedule of Residential Accommodation

The scheme also comprises a 241 sq. m crèche facility.

## Summary of Relevant Experience

The appointed Property and Facility Manager will be responsible for managing the development to ensure the upkeep of common areas and general maintenance, as well as to manage the tenants. In terms of tenant management side, tenants will be provided with a point of contact throughout the process, from initial viewing to occupation. The dedicated property manager will deal with all aspects of the tenancies including, but not limited to, contract queries, monitoring of rental payments, issuing of lease renewals and rent reviews and general day-to-day queries. The block management team will deliver SMART software solutions. It is envisaged that the appointed Property Manager will have a dedicated Operations Management Platform that will enable collaboration between residents and management to optimise development management.

## 2. Amenity Considerations & Management

The proposed development has been designed to establish a new community and provide high quality affordable homes.

The design provides private and communal open space for residents. Public open space is provided along the Dyke Road which includes a linear park that aims to improve connectivity for both those looking to access the amenities within the site but also traverse the site to access the Terryland Land Forest Park. The overall open space strategy creates points of connection with the surrounding neighbourhood. The crèche will provide childcare services for both the proposed development and local area and will include an external amenity space for children. Community and amenity spaces are provided for in the design, throughout the development.

The area that will be used as the crèche has been identified and highlighted orange in the image below. A communal amenity space is proposed on the green highlighted area and will provide facilities to the residents. Separate dedicated external amenity space is delivered for the crèche facility which will be managed by the crèche operator.



Figure 3: Taking In Charge proposal (Blue = TIC area, Pink = Management Company Area) (DRG-MOLA-ZZ-00-DR-A-0120)

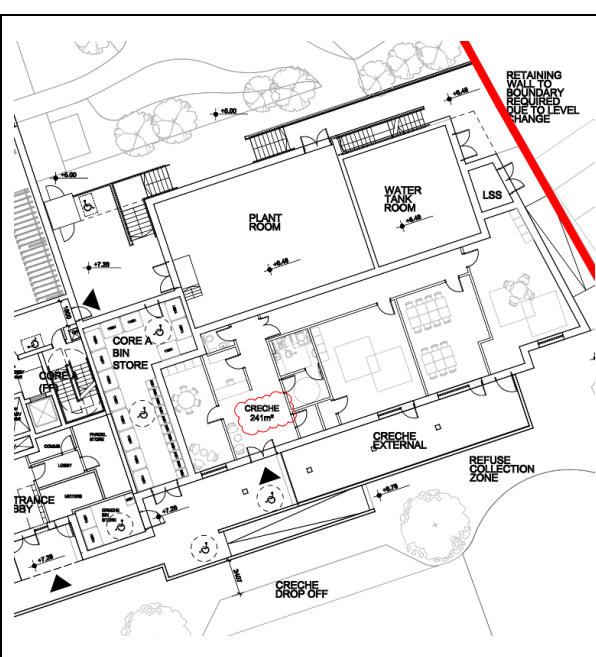


Figure 4: Indicative Crèche Layout (DRG-MOLA-ZZ-00-DR-0201)

## External Amenity Space

Private communal amenity space is included within the design for leisure, play areas and biodiversity. External amenity space for the residents is provided and will be managed via the management company. Public open space is largely proposed to be taken in charge. Areas not taken in charge by the local authority will be managed by the management company.

A schedule of maintenance will be put in place to ensure the upkeep of these private spaces and landscape maintenance plans will be developed in accordance with habitat and biodiversity goals set out in the application.

## Management of Estate Community & Amenities

The residents' amenity space, internally and externally, will be covered under the service charge. A summary of the management is included below:

### A. Management

The management company will be responsible for the management of the residents within the development as well as the designated estate including security, pedestrian and cyclist access, refuse management, car parking, community and stakeholder engagement. The management company will be responsible for tenant management of the crèche unit on site.

The estate management team has several responsibilities, outlined below:

- Management and implementation of parking and mobility strategy, as per the Mobility Management Plan (see Outline Mobility Management Plan, Punch Engineering).
- Management of lease agreements and the operational budget for the effective management of the common areas.
- Management of contractors and other requirements of efficient building and estate management.
- Co-ordination of stakeholder engagement and community events.
- Ensuring that appropriate behaviour standards for residents are upheld, creating a secure and safe environment.
- Management of delivery strategies to ensure full access to facilitate deliveries for all stakeholders as required.



- Management will publish and maintain an evacuation plan and emergency protocols.

## B. Heating

A centralised heating scheme is proposed to meet the space heating and domestic hot water requirement for the development. The centralised heating scheme is intended to be made up of air-source heat pump(s).

The heat network will be heated by the air-source heat pumps in a centralised location. Hot water is distributed through a heat network, providing space heating and domestic hot water for the complete development. A heat interface unit is located within each dwelling, within this unit a plate heat exchanger transfers the heat from the heat network to the dwellings internal space and domestic hot water system. A management company or a third party ESCO company will bill individually for heat consumed.

This system has many advantages for the development:

- It can provide Part L compliance and meet renewable targets from a centralised location.
- Most system maintenance can be carried out without access to the individual apartments (some maintenance will be required for HIUs).
- Reduces space requirement for plant within the units when compared to individual heating systems.
- Space heating can also be met in common areas by the communal heating system removing the requirement for additional HVAC system and reducing maintenance.
- Future proofs the development as it allows for other renewable gases such as green hydrogen to be used in the future, with minimal changes to the heat network.

## C. Security and Access

The scheme has been designed to create a safe neighbourhood, using passive surveillance through the positioning of the crèche, resident and amenity spaces throughout the site. Appropriate public lighting is proposed throughout the development including along the key access routes through the site.

Security will be a key component of the management strategy, particularly in the early stages of the complete development. The aim of this is to make both residents and surrounding locals feel secure with the addition of a large-scale development.

It is foreseen that the initial security offering could comprise of full-time security followed by a phased down approach to include security patrol cars and cameras in key circulation areas within the control of the management company.

Access to each apartment block will be controlled appropriately using fob access at entrance lobbies with intercom systems allowing individual apartments and managed guest access. Access control will be installed for resident bin and bike stores also. See evacuation plan for emergency procedures.

### 3. Parking & Mobility Management

#### Site Location & Context

The proposed development is located to the north of Galway City Centre and are bounded by Dyke Road to the west, an existing public car park to the south, Galway Retail Park to the east and the Black Box Theatre and Terryland Park to the north. The site is currently a public car park and vehicular access to the site is from Dyke Road to the west. The site is located 800m north of Eyre Square, 900m north of Galway Train Station and Galway Bus Station. All of this makes the site highly accessible to pedestrians, cyclists, public and private transport and is considered a sustainable location. There are good local amenities within the surrounding neighbourhood, including Galway Retail Park with IMC Cinema, Galway Shopping Centre, supermarkets including Lidl, Aldi and Tesco and access to multiple forms of public transport including a number of bus routes and Galway Train Station. The design of the scheme seeks to create a vibrant and sustainable place to live and has sought to give priority to pedestrians and cyclists routes.

## Development Framework

In July 2024, the LDA in partnership with Galway City Council announced the Corrib Causeway project on Dyke Road. The Corrib Causeway project proposes to bring forward regeneration plans for a residential-led, mixed-use development that seeks to harness and enhance the adjacent blue and green infrastructure of the River Corrib corridor. The project represents an opportunity to develop an underutilised brownfield site, strategically located adjacent to Galway City Centre.

The project vision seeks to deliver affordable and social high-quality apartments, as well as commercial, civic and cultural amenities benefiting the wider local community and has undergone a period of public consultation with a dedicated website and project Community Liaison Office.

A key element of the Tochar na Coiribe - Corrib Causeway Draft Site Development Framework and subsequent residential development is the provision of pedestrian and cycle links. The plan aims to prioritise sustainable modes of transport including pedestrian and cycle movements, public transport and car sharing, creating high-quality, easy to read connections to the city centre, bus stops and immediate surroundings. The proposed design includes the provision of bicycle spaces for residents and visitors, as well as public outdoor amenity space fronting Dyke Road.

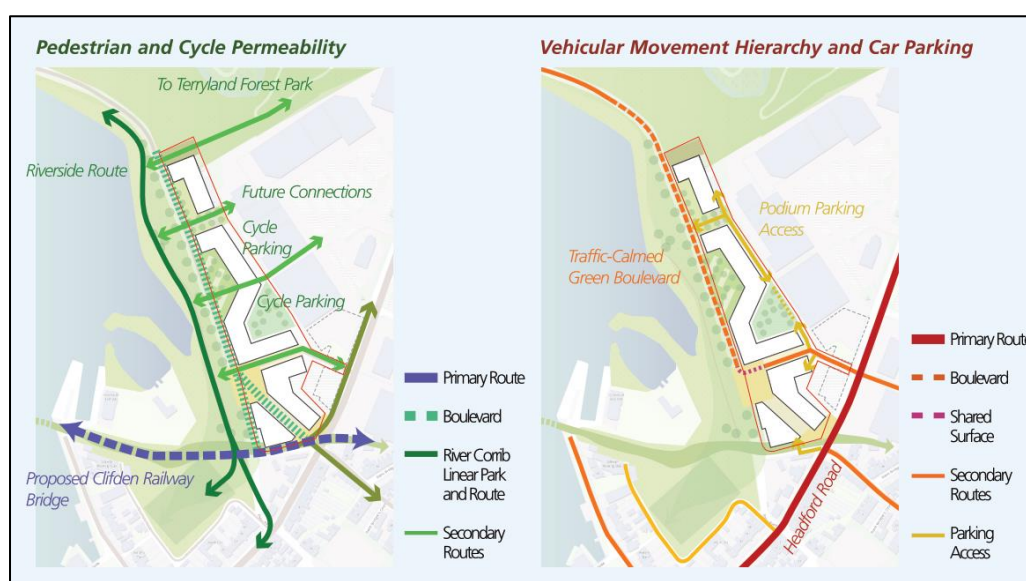


Figure 7 – Masterplan Strategy & Movement Diagram

## Mobility Management Strategy

A Mobility Management Plan (MMP) is provided as an appendix to the Traffic and Transport Assessment submitted with the application. The purpose of the Mobility Management Plan is to establish a formal mobility and traffic management plan dealing with transport modal shift and accessibility.

A number of proposals will be included in the plan covering cycling, parking, traffic management and bus services. The main initiatives to achieve this are outlined as follows:

- (i) To maximise the permeability and efficiency of the design to facilitate connectivity with existing infrastructure.
- (ii) To improve accessibility to public transport and active modes of transport.
- (iii) To reduce reliance on private cars and therefore reduce transport emissions.
- (iv) To work closely with the Local Authority, the National Transport Authority, Irish Rail, Transport Infrastructure Ireland, Bus Éireann and all other relevant stakeholders in a partnership model to promote an increased uptake in public transport.

Active mobility is a primary aim of GCC in collaboration with The Land Development Agency for this development. Residents' accessibility to public transport services in the area along with the extensive cycle networks will facilitate a reduced reliance on private cars. The allocation of parking spaces for residents is provided in the application throughout the development in addition to the provision of spaces for car sharing services and visitors. Residents will be afforded the opportunity to apply for car parking spaces as part of lease / sales agreements and as noted within the MMP a Welcome Pack will be provided to all new residents to ensure all residents are aware of the travel choices available to them. The management company will act as Mobility Manager for the site to deliver the Mobility Management Plan.

## Bicycle Spaces

Cycle routes are proposed throughout the development providing a number of access points to accommodate sustainable transport. A total of 455 no. bicycle parking spaces will be located throughout the development, which will be divided between 330 no. standard spaces, 100 no. visitor spaces and 25 no. cargo bicycle spaces all at surface / lower ground floor level.

## Car Parking Provision

There is a total of 33 no. car parking spaces for the development, which include 2 no. accessible spaces, and 2 no. set down / drop off spaces to serve the childcare facility. Active mobility is a primary aim of GCC and the Land Development Agency for this development and this is reflective in the level of car parking and bicycle storage proposed.

## Emergency Procedures

A Flood Emergency Plan has been prepared for the development and is included in Appendix E. The plan includes:

- Provision of flood warnings, evacuation plans and ensuring public / residents are aware of the flood risk. This information will be provided in a welcome pack to new occupants.
- Coordination of emergency plans with the relevant emergency services i.e. Local Authorities, Fire & Rescue, Civil Defence and An Garda Síochána.
- Proposals to protect any infrastructure/ objects below the design flood level, such as cars and bike storage.

The flood evacuation route proposed is above both the 100 year (1%AEP) \_MRFS flood level and also the 1,000 year (0.1% AEP) \_MRFS event.

The flood evacuation route includes for signage and other flood awareness measures to inform residents and the general public what to do (and what not to do) in the event of flooding.

The flood emergency plan also includes the following proposals:

- Flood monitoring and warning systems
- Door closers to prohibit access to spaces below +7.28m.

## 4. Conclusion & Contact Details

Savills have considered the details and plans of the proposed development. Based on our previous experience, Savills have set out in this report their opinion on how the overall management of the scheme can be successfully achieved to the highest of standards for the benefit of the residents but also the surrounding neighbourhood.

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