

GALWAY PORT LRD MIXED USE DEVELOPMENT

LOUGH ATALIA ROAD | DOCK ROAD, CO.GALWAY

ARCHITECTURAL DESIGN STATEMENT



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1.1 Development Team

CLIENT:
The Land Development Agency

ARCHITECTURE / ALDT:
ALTU Architects

PROJECT MANAGEMENT:
Turner and Townsend

QUANTITY SURVEYOR:
Conway McBeth

LANDSCAPE ARCHITECTURE:
Stephen Diamond Associates

PLANNING:
Thorton O'Connor Town Planning

MECHANICAL AND ELECTRICAL ENGINEERING:
Axiseng Consulting Engineers

CIVIL & STRUCTURAL ENGINEERING:
Tobin Consulting Engineers

ECOLOGICAL CONSULTANT:
DNV

FIRE/DAC/ASSIGNED CERTIFIER:
ORS

TRAFFIC CONSULTANT:
NRB Consulting Engineers

ARCHAEOLOGY / HERITAGE:
John Cronin & Associates

PSDP:
Ashview Consultants

HPI CONSULTANT:
Catalyst

DAYLIGHT AND SUNLIGHT / LVIA:
Modelworks

MICRO CLIMATE:
B-Fluid

WASTE/COMAH
AWN Consulting

Building Lifecycle/Operational Management
Aramark



Artist's Impression of Internal Courtyard View

1.2 Executive Summary

The environs of Galway Harbour present a unique and strategic opportunity to deliver a new mixed-use urban quarter that meaningfully extends Galway City Centre and re-establishes a vital connection with its waterfront. Located within walking distance—approximately 5 to 10 minutes—from Eyre Square, and adjacent to key public transport links including Ceannt Station and major bus corridors, this area is ideally positioned to support compact growth, in line with national and regional planning objectives.

In recognition of this potential, the Galway Harbour Company has prepared a comprehensive masterplan identifying how approximately 7.6 hectares of Inner Harbour lands can be regenerated to support a vibrant mix of residential, employment, recreational, and cultural uses. At the heart of the plan is the creation of a high-quality public realm, with a particular focus on enhancing access to the Lough Atalia and wider harbour waterfront—transforming these currently underutilised lands into an active, accessible and inclusive urban district.

A catalyst for delivering this vision is the proposed development of a circa 1.621-hectare brownfield site fronting Lough Atalia by the Land Development Agency (LDA). This strategically located site represents the first phase of regeneration and will deliver 356 new homes, alongside a purpose-built crèche, and complementary ground-floor commercial uses such as a café/restaurant and retail spaces. These uses will serve future residents while activating the public realm and drawing in visitors from the surrounding city centre.

The proposed development embeds strong physical and visual connectivity to the city centre through a clear street hierarchy, active public spaces, and walkable connections to Dock Road and the waterfront, Lough Atalia Walk. It also introduces a distinctive urban character, informed by Galway's rich maritime and architectural heritage, while supporting future adaptability to wider infrastructure initiatives, including the Strategic Infrastructure Port Access Road that's currently with An Coimisiún Pleanála.

This initial phase represents a significant step towards realising a sustainable, liveable, and inclusive city centre neighbourhood, one that reflects the evolving ambitions of Galway and meets the housing, mobility, and placemaking needs of future generations.



Artist's Impression of Block C and Access to Lough Atalia Walk

1.3 Development Description

The Land Development Agency intends to apply to Galway City Council for permission for a 'Large-Scale Residential Development' (LRD) at a site of 1.621 Ha in Galway Port at Dock Road and Lough Atalia Road, Galway City, and extending to include parts of both roads for road infrastructure works and water services infrastructure works.

The proposed development principally consists of: the demolition of the existing office / bus depot building (370.2 sq m) and ancillary building (26 sq m); the partial demolition of the existing ESB sub-station (67.4 sq m); the demolition of existing boundary walls at the south-west and north-west; and the construction of a mixed-use development.

The proposed mixed-use development primarily comprises: 356 No. residential apartments (172 No. 1-bed, 169 No. 2-bed and 15 No. 3-bed); crèche (255.9 sq m); 2 No. café/restaurant units (totalling 428.4 sq m) and 1 No. retail unit (156.0 sq m). The development has a total floor area of 32,096.0 sq m and is primarily proposed in 4 No. blocks (identified as A–D) that generally range in height from 6 No. to 13 No. storeys.

The proposed development also includes: new internal street and pedestrian network, including a one-way vehicular route at the north-western side of the site and new junctions with Dock Road at the south-west and with the access road from Lough Atalia at the north-west; upgrades to Lough Atalia Road and the access road from it at the north-west of the site, including the provision of a new toucan pedestrian/cycle crossing at Lough Atalia Road; upgrades to the footpath and road interface with Dock Road to the south-west; 37 No. car parking spaces; 1 No. set-down/delivery bay; 748 No. cycle parking spaces; hard and soft landscaping, including public open spaces and communal amenity spaces; private amenity spaces as balconies and terraces facing all directions; boundary treatments; public lighting; bin stores; plant rooms; rooftop lift overruns; rooftop telecommunications and plant infrastructure and enclosure at Block C; recladding of the existing sub-station and pumping station; and all associated works above and below ground.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.





2.0

2.0 SITE ANALYSIS

2.2 Context / Photography

Aerial Photograph - Wider Context
Google Earth



2.2 Context Photography

Drone Photograph

— Site Boundary



2.3 Site Photography
Site Photograph



View of rock armour wall



View towards Lough Atalia



View of existing petrol filling station (PFS)



View towards Dock Road Bridge

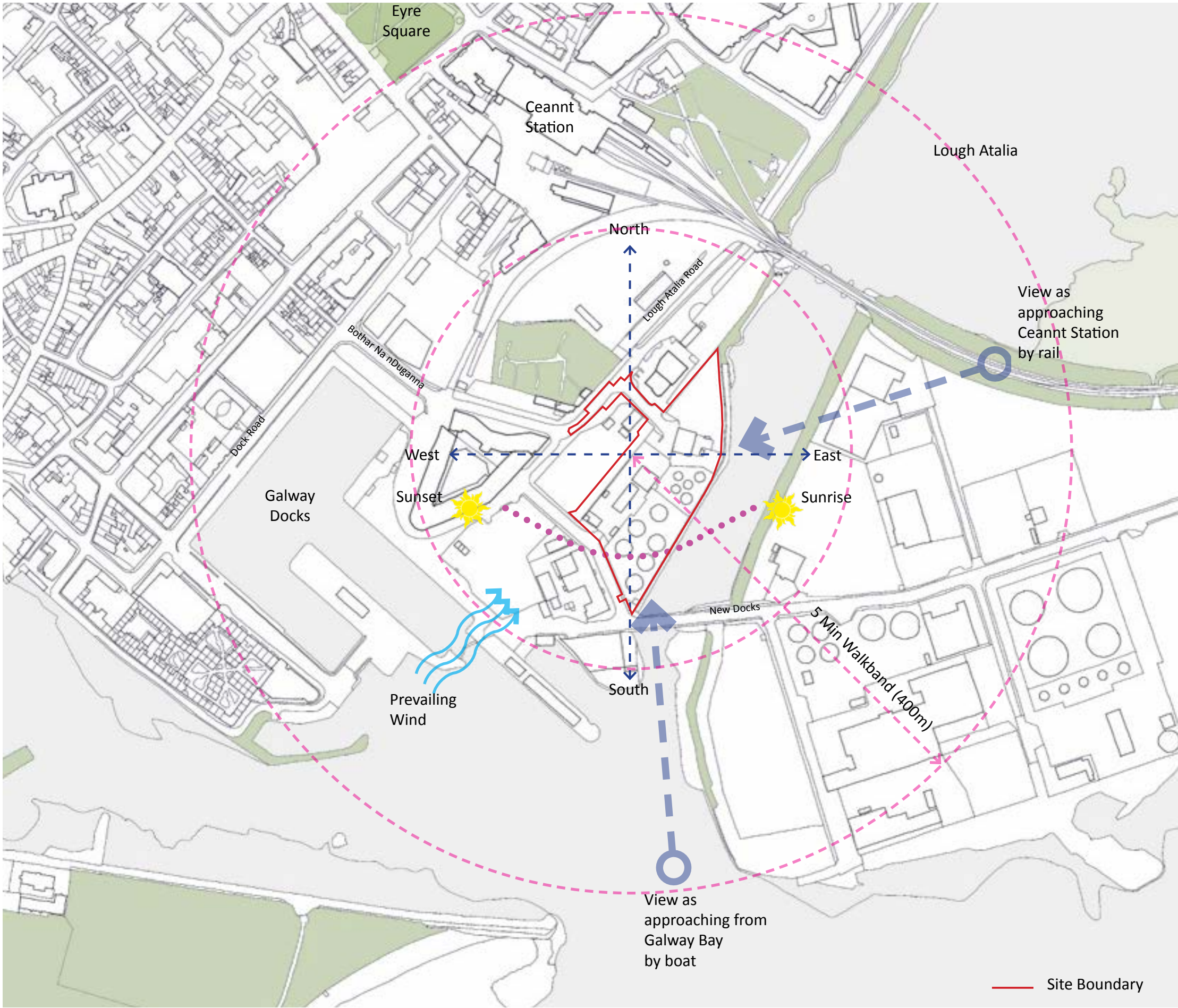


Entrance adjacent to PFS



Existing fire fighting pumping station

2.4 Site Analysis



The site's location is one of its most strategic and defining attributes. Positioned just a few hundred metres southeast of Galway Ceannt Station, it serves as a gateway to the city centre and offers one of the first visual impressions for those arriving by train. Its high visibility from multiple vantage points—by foot, rail, road, or water—reinforces its civic significance and placemaking potential.

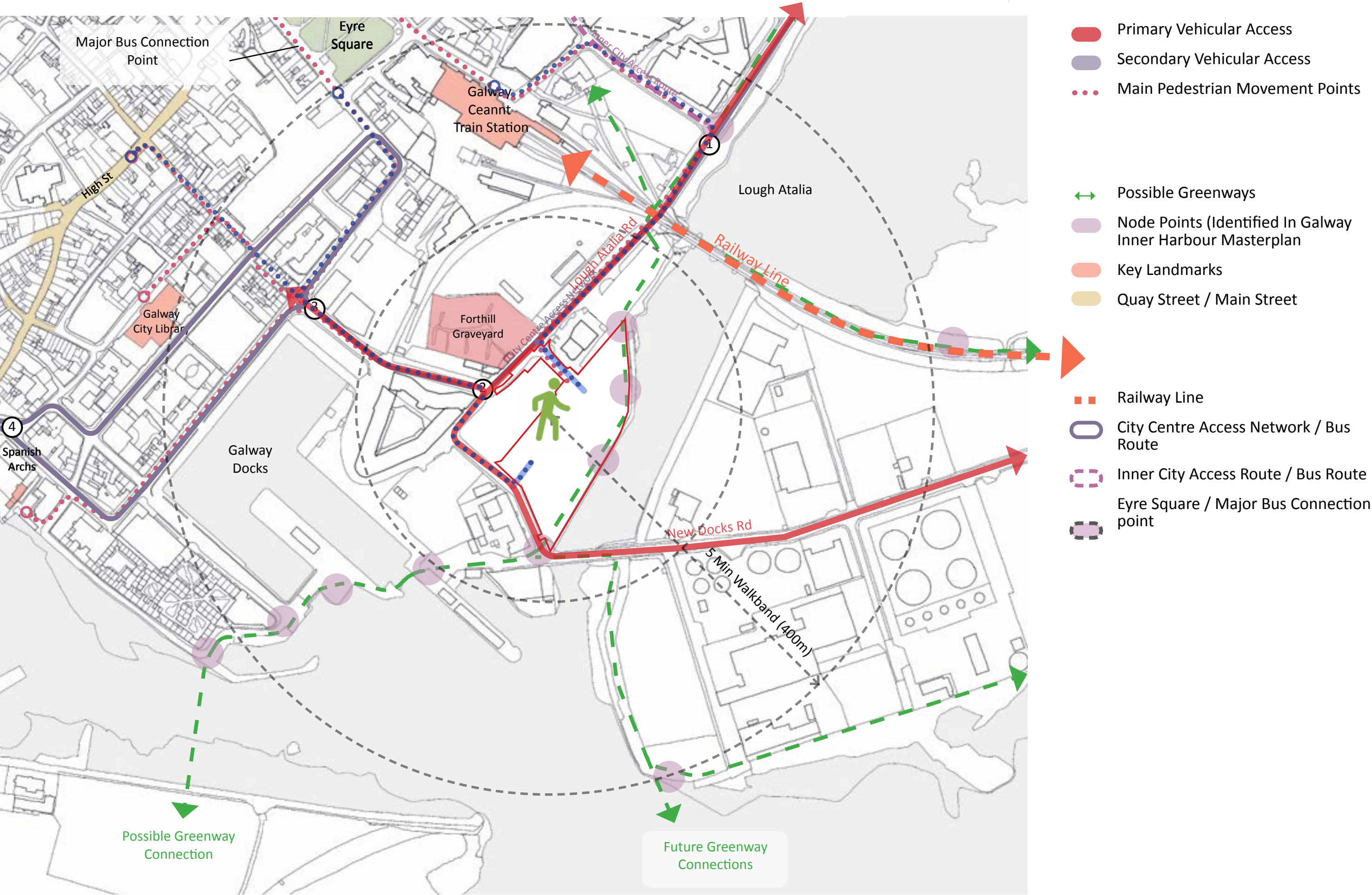
- The site enjoys a strong visual presence, with clear sight lines from:
- Ceannt Station and the railway corridor, where it acts as a threshold between the docklands and the evolving residential context.
 - Dock Road and the Lough Atalia causeway, where it frames the edge of the waterfront and offers opportunities to activate the public realm.
 - Lough Atalia and South Park, where it forms a striking urban backdrop, visible from across the water and surrounding open green spaces.

The site benefits from exceptional urban and environmental connectivity. Located within a five-minute walk of Eyre Square, it sits in close proximity to Galway's retail, employment, and transport hubs. Its location near Ceannt Station provides immediate access to national rail and bus services, while established pedestrian and cycle routes support active travel and car-free living.

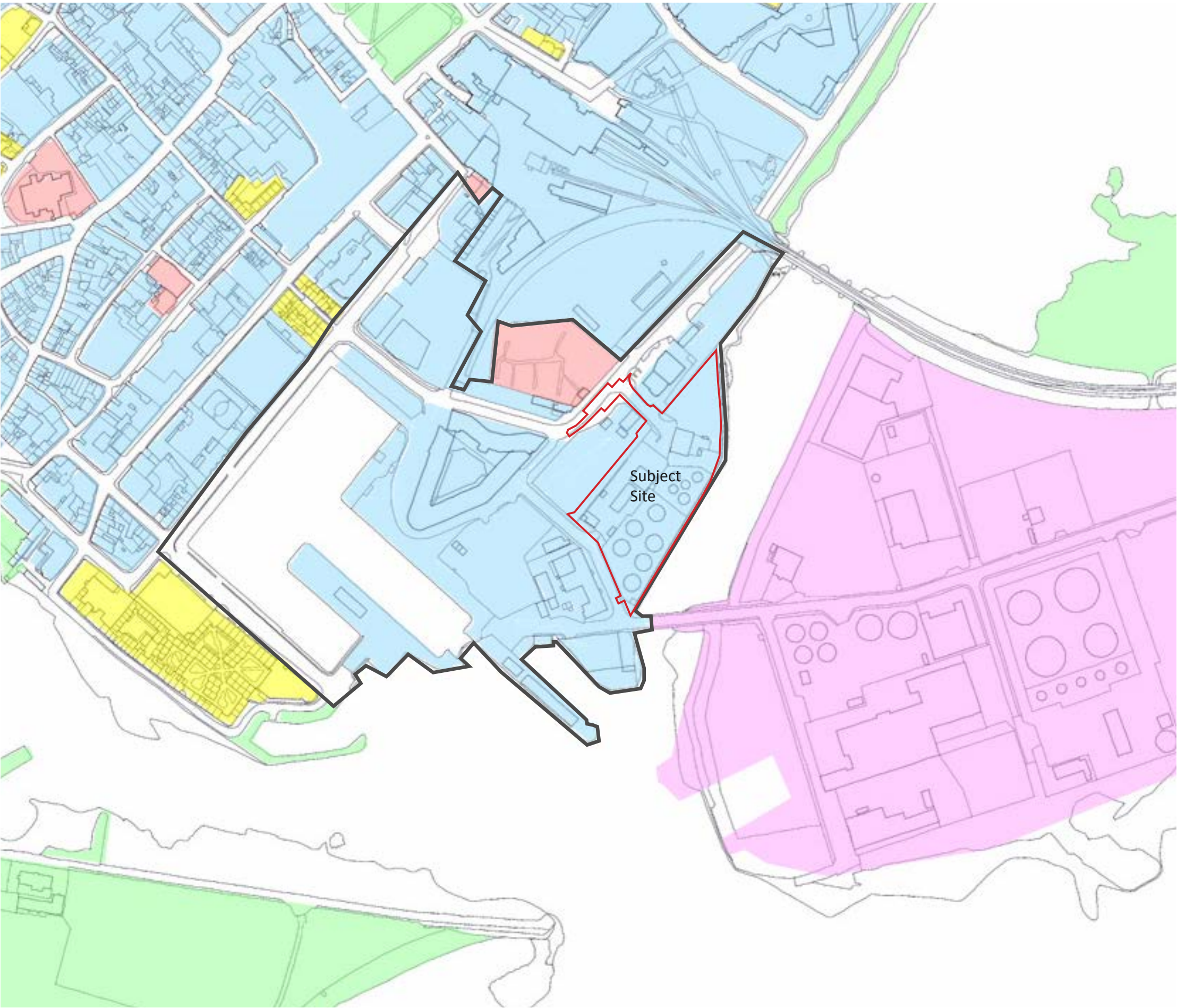
Its southwest–northeast orientation offers excellent solar access, particularly during the morning and midday hours. This has directly informed the design of dwellings and public spaces, allowing for generous natural light and improved thermal comfort. At the same time, the site's exposure to prevailing south westerly winds, characteristic of Galway's Atlantic climate, has been carefully considered. Building placement, massing, and the design of sheltered outdoor spaces have been developed to manage these micro climatic conditions and enhance year-round user comfort.

In terms of natural assets, the site is uniquely positioned between land and water. To the northeast, Lough Atalia provides both visual amenity and ecological value, with existing shoreline paths and opportunities for future greenway connections that integrate the site into a wider blue-green network.

2.5 Mobility Infrastructure



2.6 Land Use Zoning



The majority of the site and its immediate surroundings are zoned “City Centre” under the Galway City Development Plan 2023–2029. This zoning designation supports a wide range of mixed-use development, including residential, commercial, civic, and cultural uses, and encourages higher densities and compact urban growth in line with national planning policy. The city centre zoning prioritises placemaking, walkability, and active street frontages—all of which are integral to the proposed development.

Directly across the water to the southeast, lands are zoned “Enterprise, Industry and Related Uses”, reflecting their current and future potential to support economic activity associated with Galway Harbour. These lands are intended for employment-generating uses such as logistics, light industry, innovation hubs, and port-related infrastructure. The proposed development maintains a respectful buffer and visual transition between these zones through the careful placement of residential blocks and public realm elements.

To the Northwest of the site, the historic Forthill Graveyard is zoned for “Community, Cultural and Institutional Uses”. This zoning acknowledges the site’s heritage and civic value, ensuring its continued protection and accessibility for public and commemorative purposes.

Additionally, the site lies within a five-minute walk of several areas zoned “Recreation and Amenity”, including South Park, Lough Atalia Walk, and green corridors adjacent to the railway and waterfront. These open spaces play a vital role in supporting health, well-being, and biodiversity, and are further complemented by the development’s proposed public realm enhancements—such as the new public square, waterfront promenade, and green links that integrate with the city’s broader recreational infrastructure.

- Recreation and Amenity
- Residential
- Enterprise, Light Industry and Commercial
- Enterprise, Industry and Related Uses
- City Centre
- Community, Cultural and Institutional

- Galway Inner Harbour Masterplan
- Residential LDA development



2.7 Site History

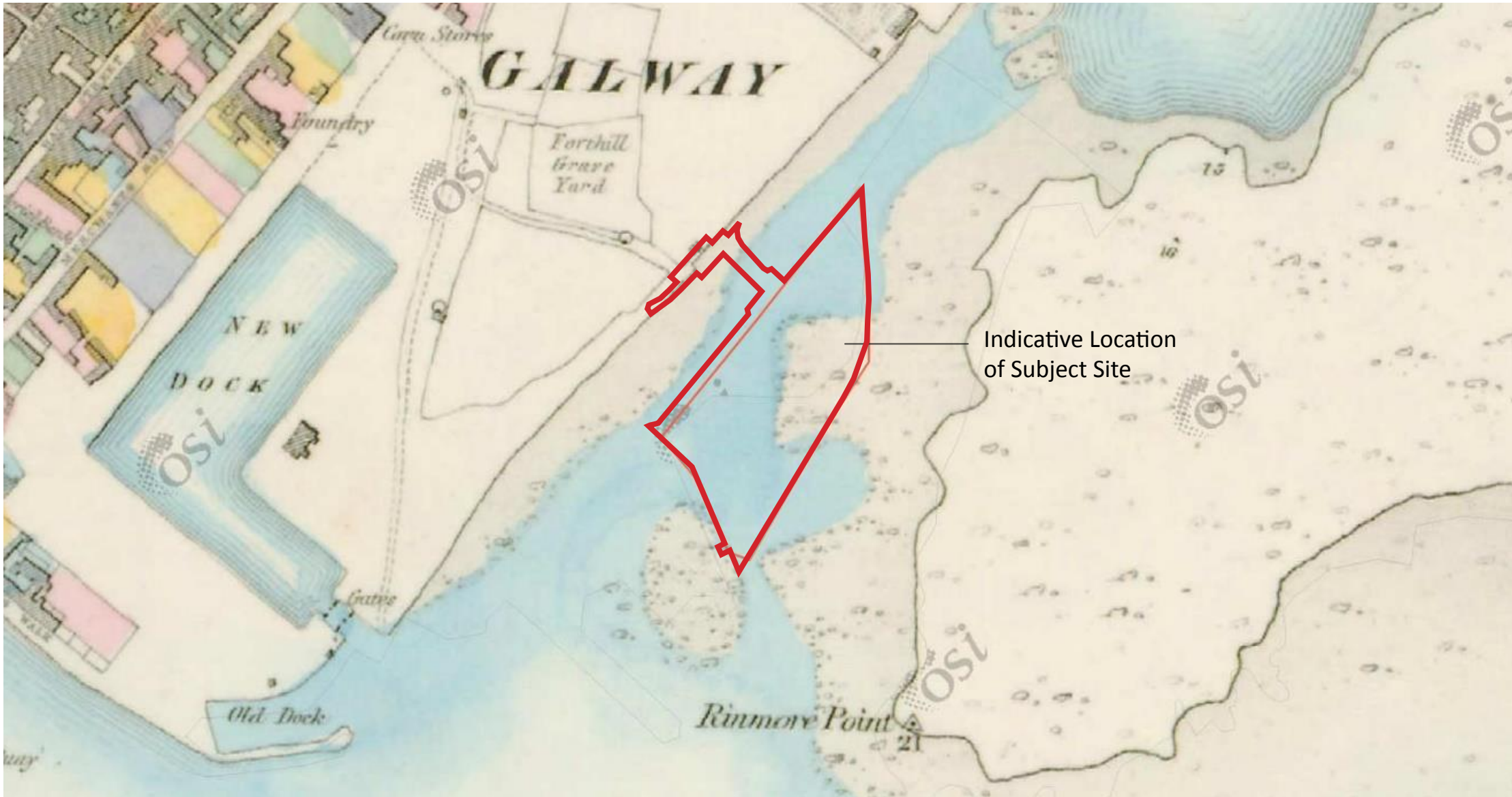


Figure 8: Extract from first edition OS map showing Fort Hill Graveyard on the c.1841 survey of the area. Graveyard was subsequently extended later in nineteenth century (as indicated on the 25-inch map- Figure 9) when present Lough Atalia Road was first constructed (Source: Government of Ireland & Tailte Éireann)



Figure 9: Extract from the 25-inch edition Ordnance Survey map c.1898, showing extended graveyard and newly constructed Lough Atalia Road. The subject site remains within the entrance to Lough Atalia (Source: Government of Ireland & Tailte Éireann)



Figure 11: Aerial view of Galway docks, railway bridge and Fort Hill cemetery facing west (1954). Yellow arrow points to general location of subject site. Note the building on foreshore which corresponds to the building in this position on the 25-inch and last edition OS maps (Source: National Library of Ireland)

The subject site is located within the historic Docks area of Galway City, immediately southeast of Lough Atalia Road and within close proximity to the city centre. Much of the site comprises reclaimed coastal land, positioned near the point where Lough Atalia meets Galway Bay. This unique location has played an important role in the urban and industrial evolution of the city over time.

A review of historic Ordnance Survey (OS) maps reveals how the site and its surroundings have gradually developed. On the first edition OS map (circa 1841), the majority of the subject site is shown as unclaimed tidal land, forming part of the natural shoreline and tidal lagoon system. At this stage, there are no recorded buildings within the site boundary. However, two features of note are visible: the Fort Hill graveyard and a lime kiln to the Northwest corner of the site, suggesting limited industrial activity and local resource processing in the immediate area.

By the time of the second edition OS map (circa 1898), significant changes are evident. While a substantial portion of the site remains unreclaimed, a new building appears southwest of the Fort Hill graveyard, indicating early development activity. More notably, a railway line has been constructed just beyond the site's northeast boundary, traversing Lough Atalia and connecting the harbour area with the broader national rail network. Associated infrastructure, including a signal box, also appears on the map. To the southwest, new docklands have been established on reclaimed land, marking the early stages of the industrial and maritime expansion of Galway Harbour.

Subsequent aerial photography from 1954 (Figure 11) confirms that the lands within the proposed development site remained largely unchanged from the layout captured in the mid-20th-century OS mapping (c. 1940s). The site appears underutilised, with only minor built interventions and large areas of open, possibly tidal or semi-reclaimed land.

Today, while the site retains elements of its historic layout, it is no longer directly associated with port operations. Its underutilised, brownfield character presents an opportunity for urban regeneration that respects its maritime past while contributing to the contemporary growth of Galway City.



3.0

3.0 STATUTORY CONTEXT

3.1 Planning and Development

Extract from Galway City Development Plan 2023 -2027 Land Use Zoning Map A



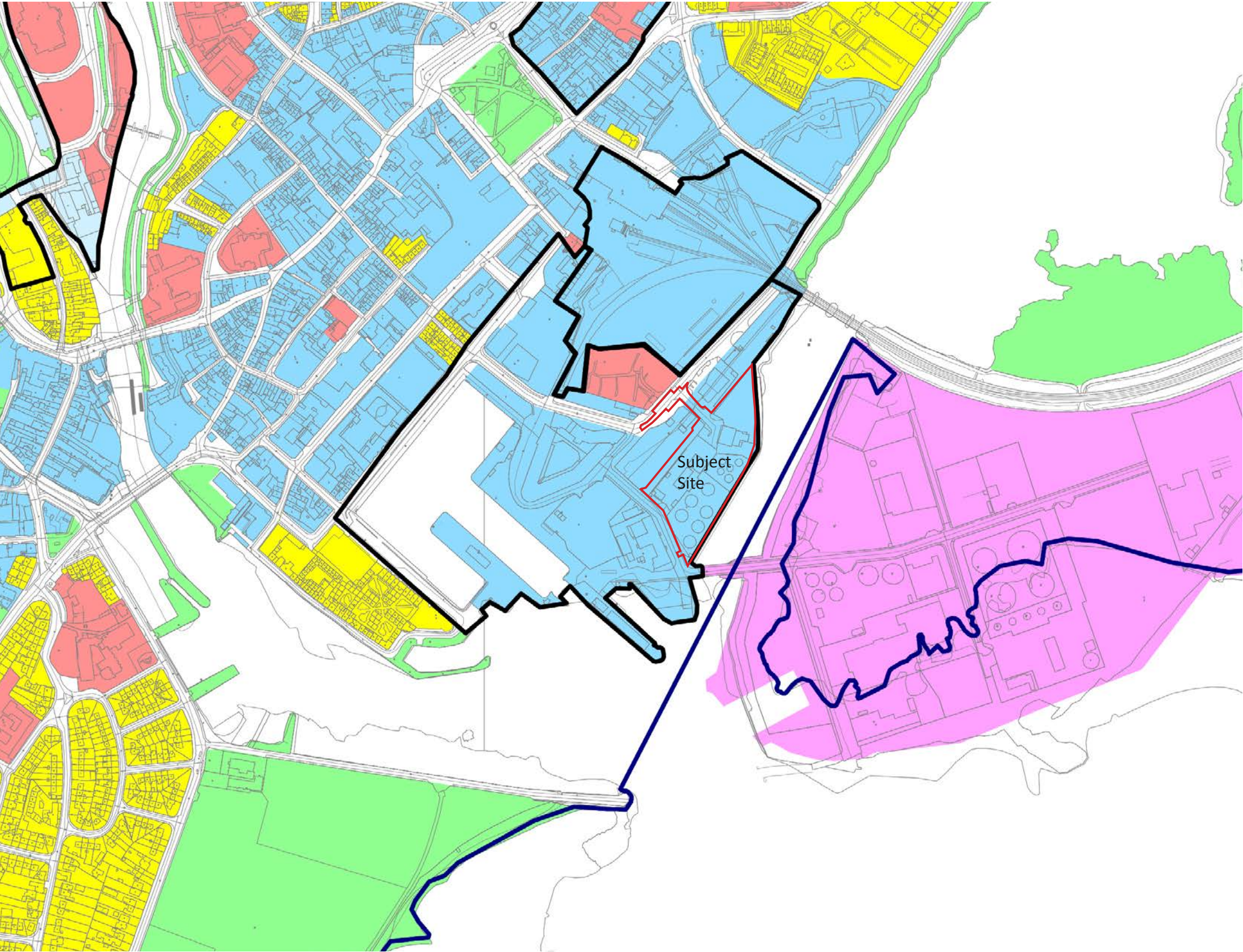
KEY

LAND USE ZONING OBJECTIVE	ZONE	
City Centre	CC	
Residential	R	
Residential R2	R2	
Community Culture and Institutional	CF	
Enterprise, Light Industry and Commercial	CI	
Enterprise, Industry and Related Uses	I	
Recreation and Amenity	RA	
Urban Village Centre	UVC	
Local Area Plan for Murrough	LAP	
Agriculture	A	
Agriculture and High Amenity	G	

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SPECIFIC OBJECTIVES

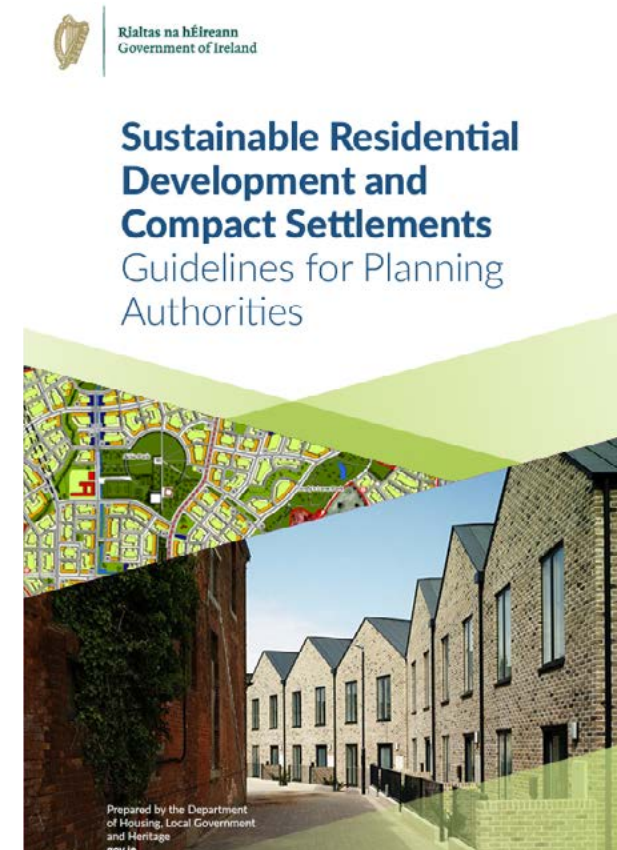
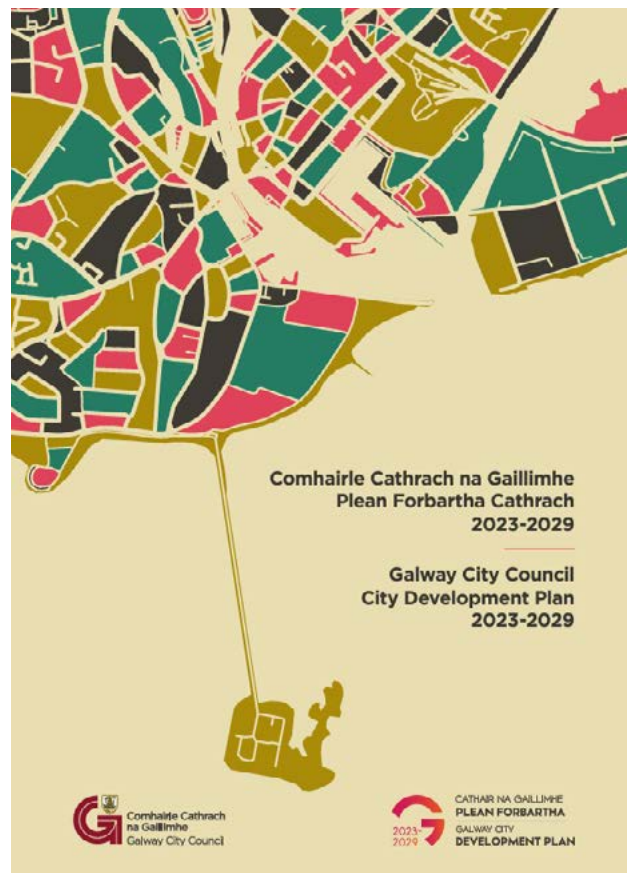
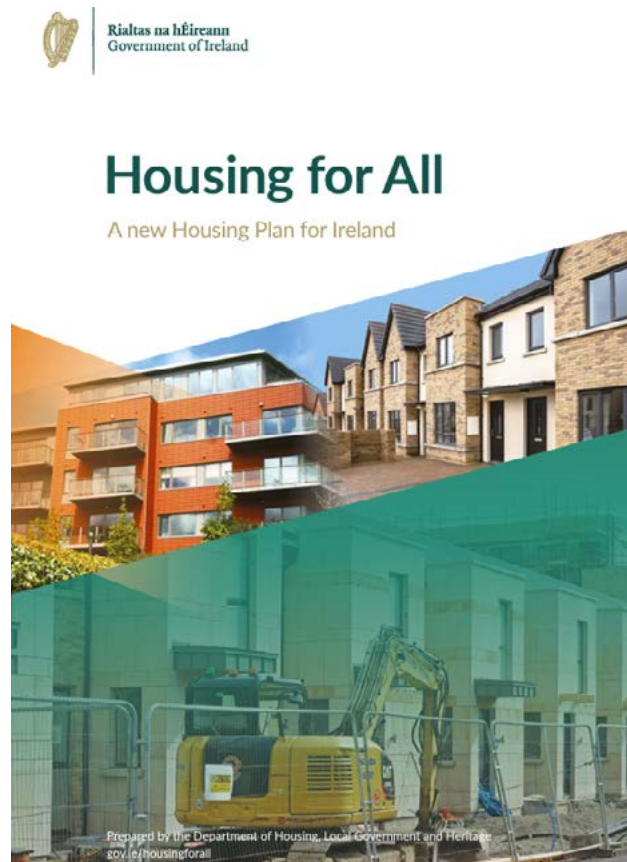
Regeneration and Opportunity Sites	
Ardaun LAP Boundary	
N6 Galway City Ring Road (N6 GCRR)	
Bus Routes	
Primary Cycle Network	
Indicative Greenway Cycle Network	
RA Greenway	
Public Transportation Corridor	
Multi-Modal Corridor	
New Bridge	
Road Improvements	
New Road	
Local Centre	
Car Parking	
Village Envelope	
Traveller Accommodation	
Existing Woodland	
Proposed Woodland	
Views and Prospects	
City Boundary Land	
City Boundary Coast	



3.2 Statutory Context - Other

The overall masterplan and the proposed residential development in particular has been guided by standards, and objectives set down in the following land use planning policy documents:

- Housing for All - A New Housing Plan for Ireland 2021
- National Planning Framework 2040
- The Urban Design Manual - A Best Practice Guide 2009
- Urban Development & Building Heights - Guidelines for Planning Authorities 2018
- Universal Design Guidelines for Homes in Ireland 2013
- Building for Everyone: A Universal Design Approach
- Design Manual for Urban Roads and Streets (DMURS) 2019
- Universal Design Guidelines for Early Learning and Care Settings
- Childcare Facilities - Guidelines for Planning Authorities 2001
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024
- Design Manual for Quality Housing 2025
- Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025



4.0

4.0 GALWAY INNER HARBOUR MASTERPLAN

4.1 Galway Inner Harbour Masterplan

Scott Tallon Walker Architects have been commissioned by Galway Harbour Company to create a comprehensive vision for the regeneration of the Inner Harbour area, located in the vibrant heart of Galway City. This initiative responds to a requirement outlined in the Galway City Development Plan. The strategic revitalisation aims to rejuvenate a historically underutilised and neglected section of the city, promoting economic growth and enhancing the quality of life for the community.

The proposed residential-led development will play a crucial role in this transformation, acting as a catalyst for further investments and improvements in the area. By introducing new housing options, the project seeks to attract a diverse population, foster a sense of community, and encourage social interaction.

Additionally, this initiative will be the first step in unlocking the broader vision for the Inner Harbour, paving the way for enhanced public spaces, recreational facilities, and the integration of sustainable design principles. Ultimately, the regeneration of the Inner Harbour area aims to create a thriving, dynamic urban environment that reflects the rich cultural heritage of Galway while meeting the needs of its residents and visitors.

Key objectives include:

- Creating a new urban quarter integrated with Galway's city centre.
- Providing high-quality public realm and green/blue infrastructure.
- Achieving sustainable, compact, high-density development.
- Supporting active travel, biodiversity, and climate resilience.

The Masterplan defines three distinct character areas as defined in the Look and Feel diagram of the masterplan that shape the residential development approach:

1. The Docks
 - Mixed-use, high-density urban zone with active ground-floor uses (cafés, cultural venues, markets).
 - Upper levels provide residential units with views over the Inner Dock.
 - Public realm enhancements include broadwalks, widened pavements, and outdoor seating.
 - Strong marine identity retained through reuse of historic dock walls and quayside features.
2. Harbour Waterfront
 - Linear waterfront zone facing Galway Bay.
 - Characterised by exposure to elements, requiring durable architecture and materials.
 - Offers potential for landmark residential buildings with sea views.
 - Landscape and flood protection strategies double as public amenities and seating areas.
3. Lough Atalia Walk
 - More tranquil and residential in nature, away from the commercial activity.
 - Located near existing nature corridors and the lagoon, supporting a biodiverse, nature-based environment.
 - Development here prioritises lower noise, calm streets, and green space integration.
 - Active travel routes, playgrounds, and community gardens enhance liveability.



Extract from Galway Inner Harbour Masterplan 2025, Fig. 26 2025 Masterplan



Extract from Galway Inner Harbour Masterplan 2025
Fig. 74 Look and feel diagram



Extract from Galway Inner Harbour Masterplan 2025
Fig. 53 Character Area: Lough Atalia Area



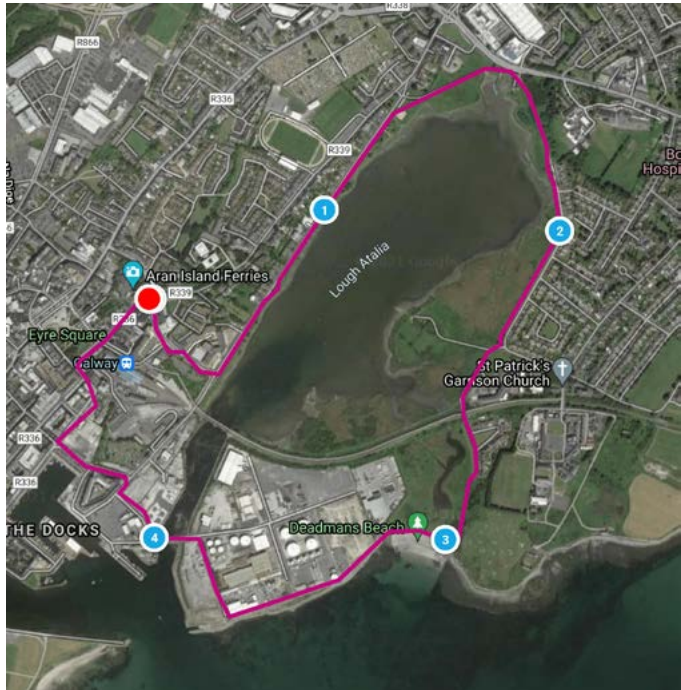
Extract from Galway Inner Harbour Masterplan 2025, Fig. 22 Masterplanning Principles Diagram

4.2 Green and Blue Infrastructure

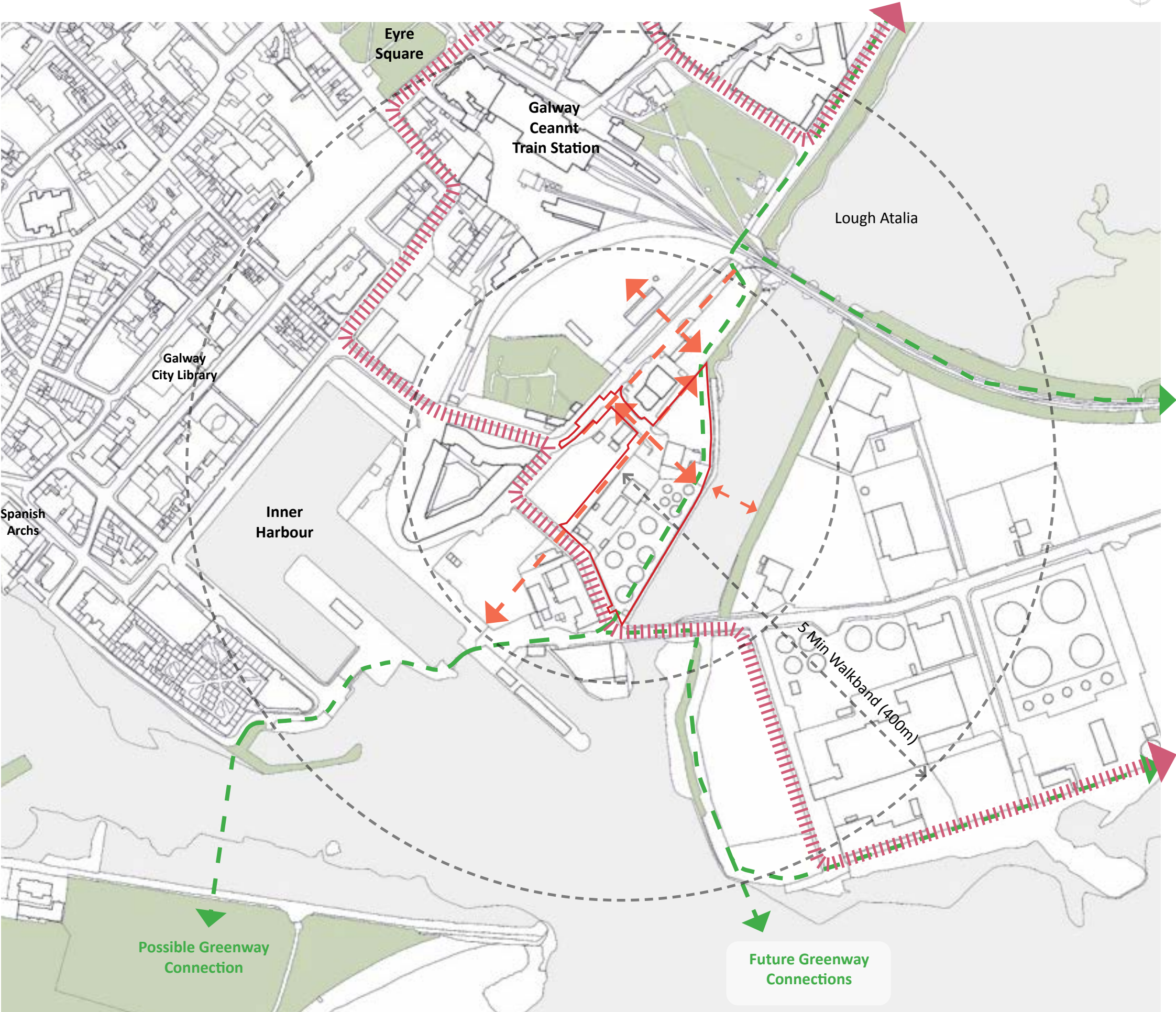
The “Belle’s” Lough Atalia Loop spans 3.09 kilometres and runs directly adjacent to the south western boundary of the site. This presents a significant opportunity to create an additional walking loop that traverses the site while closely following the waterfront, thereby enhancing the natural experience for users.

Furthermore, there is potential for future connections, such as pathways linking to the proposed new port to the south, and the integration of the greenway network through the construction of a new pedestrian and cycle bridge. These enhancements would significantly improve connectivity, accessibility, and support the seamless integration of the site into its surrounding environment.

- -> Potential Pedestrian / Cycle Connections
- ↔ Possible Greenway Connections
- ||||| Lough Atalia Loop
- Open Space Areas



Extract From Galway Natural Park City



4.3 Public Spaces & Connections Potential

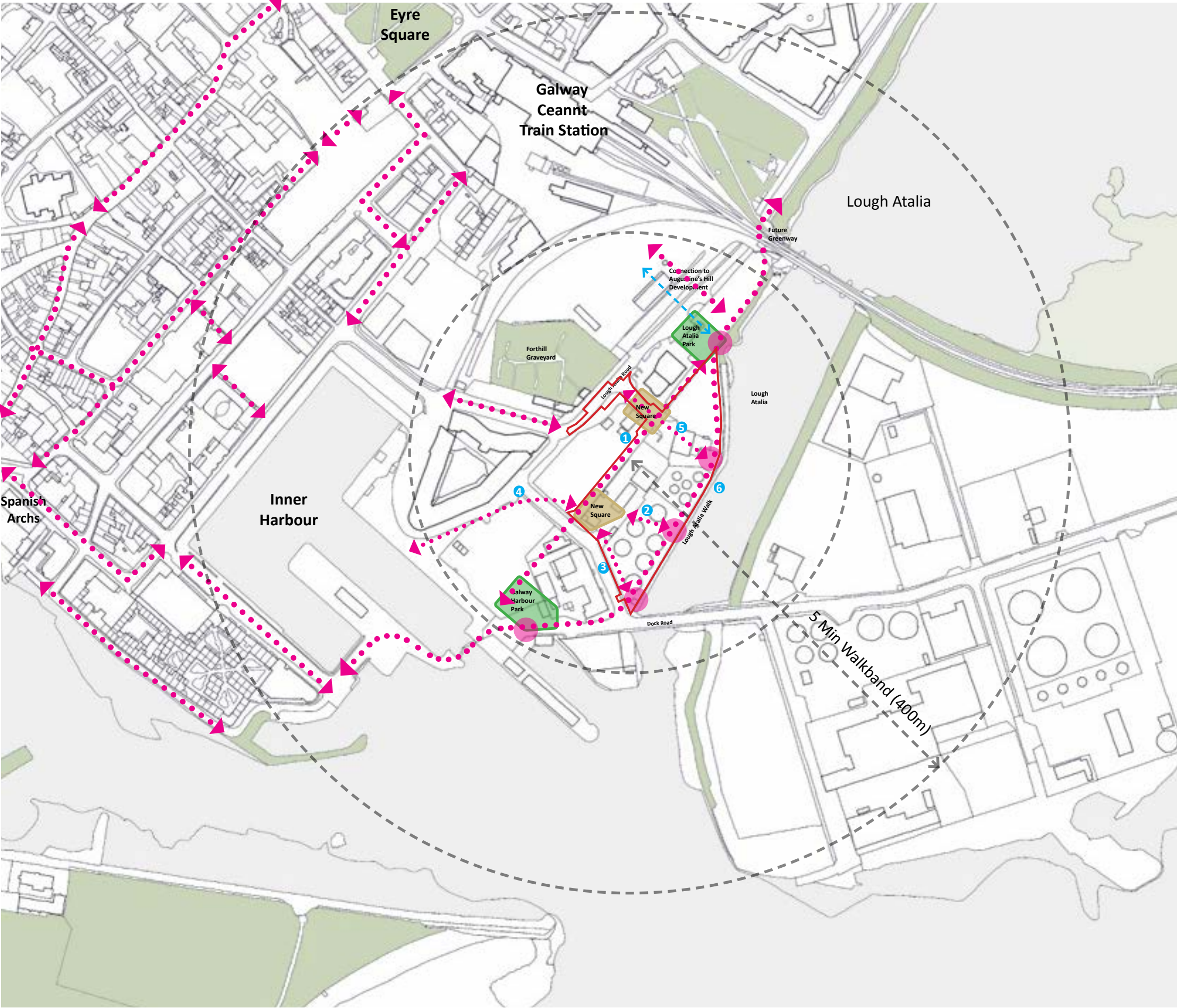


New pedestrian connections along the waterfront will draw people towards the Inner Harbour’s public realm, strengthening the relationship between the site and its wider urban context. A proposed pedestrian route passing in front of Forthill Graveyard will create a more direct and legible link between the development and the city’s established public spaces, encouraging increased footfall, connectivity, and active travel within the area.

- Existing & Proposed Pedestrian Connections
- New Public Areas within proposed Development
- New Open Spaces within adjacent to proposed Development

Movement Strategy Connections to Greenway Nodes along Lough Atalia Walk

- 1 Main pedestrian and cyclist route connecting Lough Atalia Park to Galway Harbour Park, featuring a new public square. Shared surface to allow for service vehicles and parking.
- 2 Connection from the public square to the waterfront promenade through the residential area.
- 3 Connection along Dock Road to promenade.
- 4 Connection from East Dock to the public square, and on to Lough Atalia Walk.
- 5 Connection from Lough Atalia Road to the promenade. Shared surface to allow for service vehicles and parking.
- 6 Lough Atalia Walk along Waterfront



4.4 Building Height Strategy

The permitted development at Ceannt Station introduces one of the tallest residential buildings in Galway City, with a landmark tower rising to 21 storeys. This iconic structure is designed to redefine the city’s skyline and act as a focal point within the wider urban context, anchoring a new phase of growth and regeneration in the city centre.

As part of the Inner Harbour Masterplan, developed by Scott Tallon Walker Architects, two additional taller buildings are strategically positioned within the docklands. These structures are intended to mark the entrance to the inner dock and provide a visual counterpoint to the Ceannt Station tower, ensuring a balanced and harmonious skyline across the eastern edge of the city. Together, these buildings establish a coherent vertical rhythm, creating urban landmarks that signal arrival and aid legibility within the cityscape.

The architectural language of these taller elements is distinctly contemporary, incorporating innovative materials and sustainable design features that reinforce both aesthetic quality and environmental performance. Their prominence in the skyline is matched by their contribution to public realm activation, with active ground-floor uses and generous pedestrian interfaces.

Surrounding these towers, the masterplan introduces a series of mid-rise residential buildings, ranging from 6 to 13 storeys at the site subject of this planning application. These blocks are carefully arranged to step down in height towards the waterfront, allowing for uninterrupted views of Lough Atalia and maximising sunlight penetration into public and private open spaces. This graduated massing strategy ensures a comfortable urban scale at pedestrian level while reinforcing a dynamic and legible city form.

The architecture of the mid-rise buildings is designed to complement the landmark towers in both materiality and form, while maintaining their own distinct residential identity. The resulting composition is a cohesive and balanced urban ensemble that contributes to the regeneration of the Inner Harbour, providing much-needed housing, employment opportunities, and a rich, high-quality public realm. Collectively, the scale and massing strategy aims to create a vibrant, sustainable, and memorable city quarter that reflects the evolving character of Galway.



Extract from Galway Inner Harbour Masterplan 2025
Fig. 27 2025 Masterplan Isometric Diagram

4.5 Future-Proofing & Integration with Port Access Road

The current proposal has been designed to adapt to the evolving nature of the site, with the flexibility to accommodate future infrastructural upgrades, including the proposed Galway Harbour Strategic Infrastructure Road (Scenario 2 - Proposed Port Access Road), which is currently progressing through the planning process with An Coimisiún Pleanála as part of a larger-scale port relocation and redevelopment. This strategic road is intended to facilitate the transport of large-scale components, such as wind turbine blades, and represents a critical piece of regional infrastructure.

Under Scenario 1, which reflects the existing road network, the proposed development is fully

compatible with current conditions. In this scenario, the existing ESB substation remains in place at the southwest corner of the site, adjacent to the proposed public square. The internal layout has been configured to ensure seamless integration with the existing road and services infrastructure.

In future phases, once the Strategic Infrastructure Road is implemented, the existing substation and pump station will be demolished and relocated. The proposed development has been designed to accommodate this transition. The junction of the internal street will be realigned and simplified to suit the new road layout, improving legibility and vehicular movement.

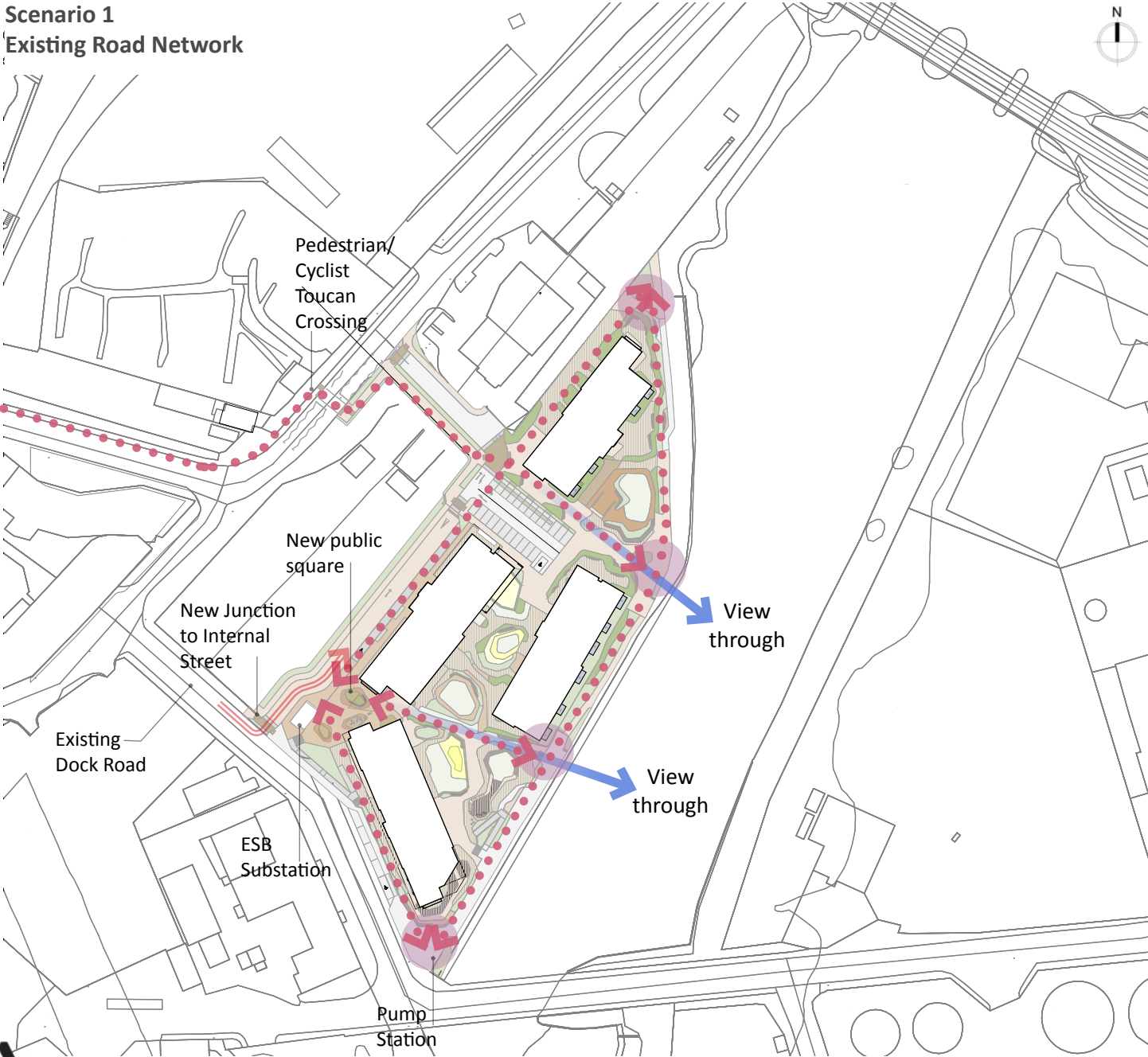
A new footpath along the boundary will also be delivered as part of the Strategic Infrastructure Road, ensuring improved pedestrian connectivity and further enhancing permeability throughout the area.

Importantly, the current development proposal will not be impaired or compromised by the future road scheme. The design has been intentionally structured to tie in seamlessly with both scenarios, ensuring long-term viability, flexibility, and integration with wider infrastructural and regeneration objectives.

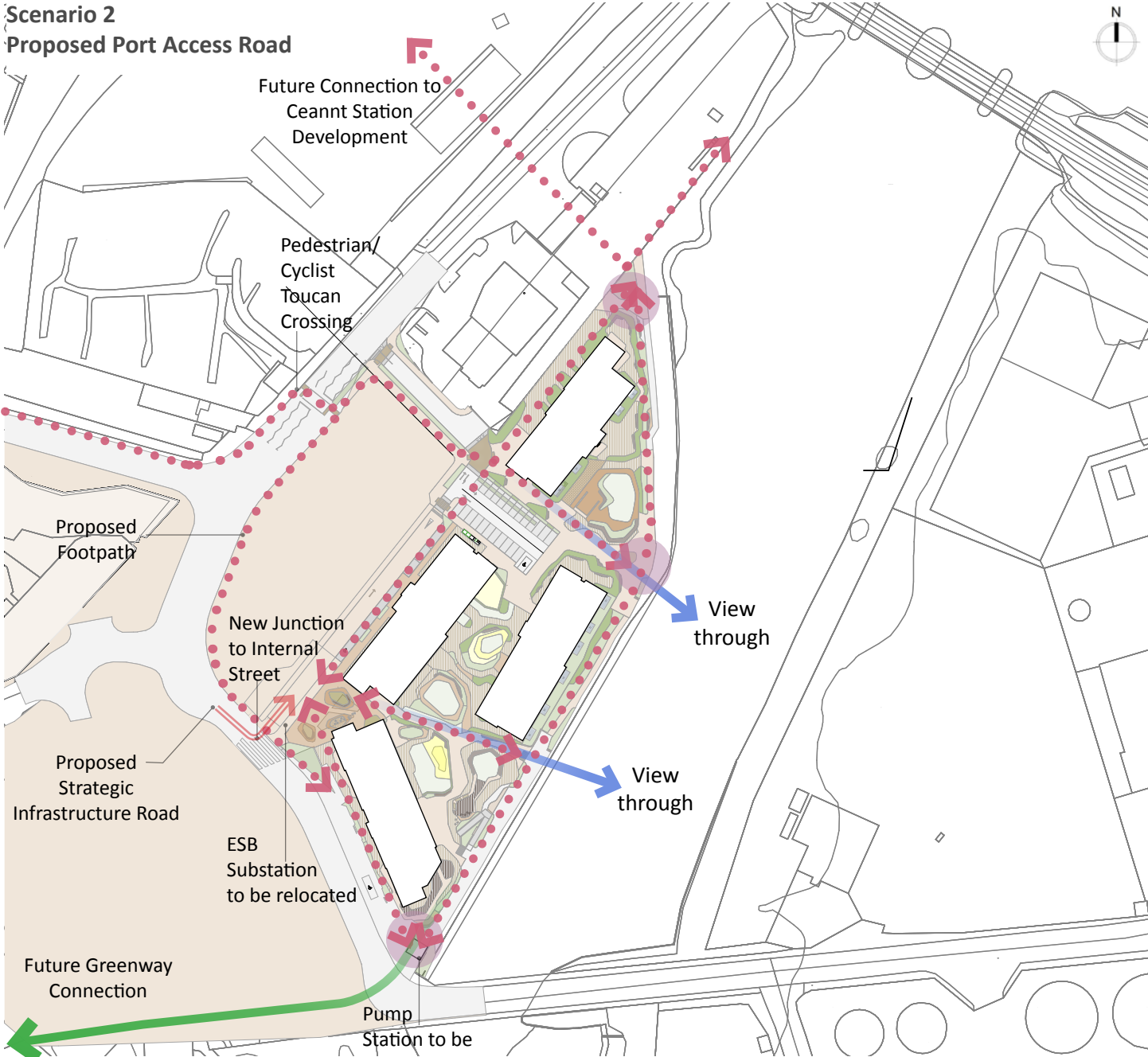


Extract from Galway Inner Harbour Masterplan 2025
Fig. 21 Port Access Road Diagram with existing condition

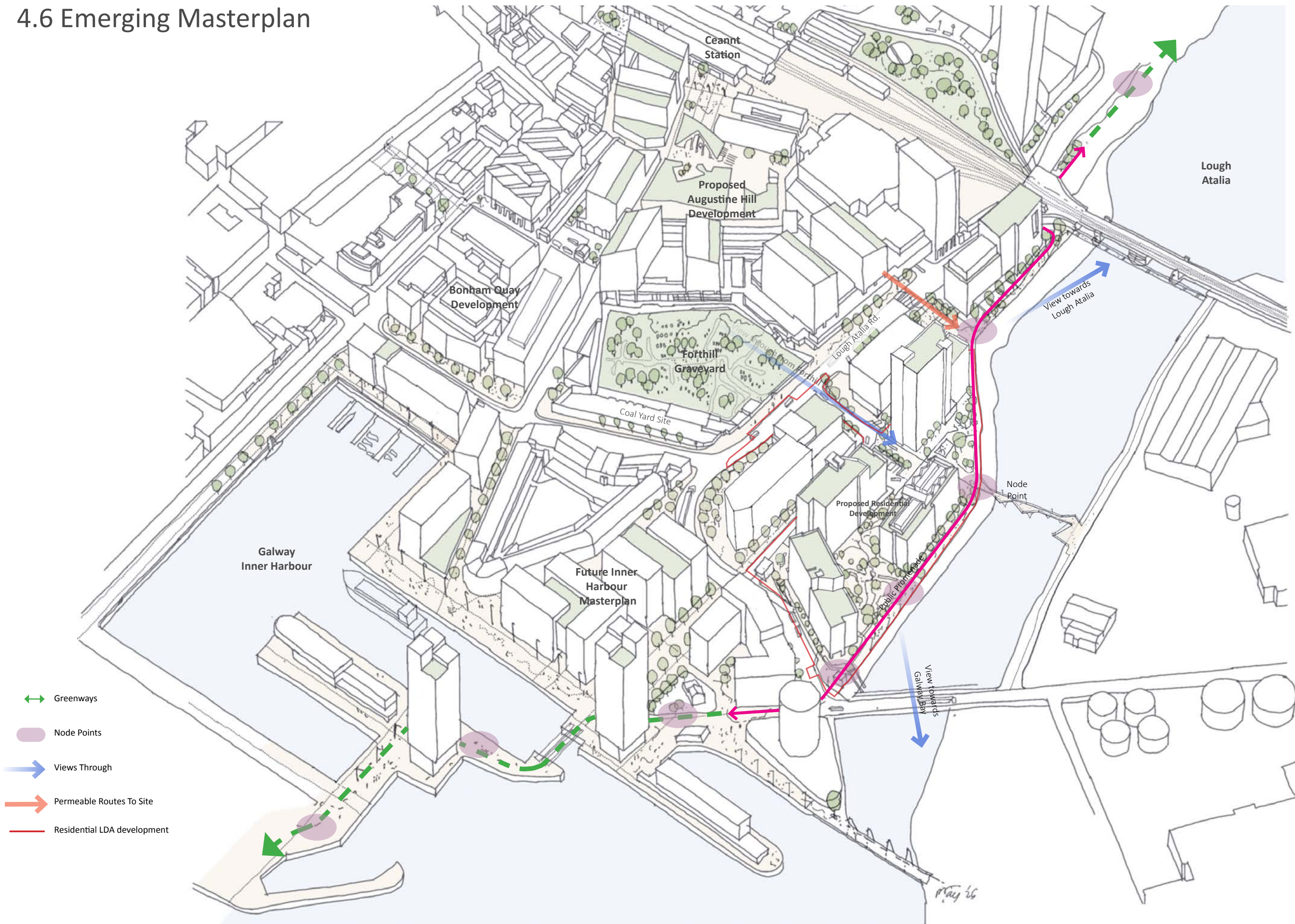
Scenario 1 Existing Road Network



Scenario 2 Proposed Port Access Road



4.6 Emerging Masterplan



The background features a dark gray field with two large, light gray geometric shapes. One is a long, thin parallelogram on the right side, and the other is a trapezoid at the bottom left. Overlaid on this is the large, light gray text '5.0'.

5.0

5.0 CONCEPT & DESIGN STRATEGY

5.1 Concept Development

The proposed development is guided by a thorough urban analysis and the principles of the Galway Inner Harbour Masterplan. Located between Galway City Centre and Lough Atalia, the site offers a unique opportunity to create a new waterfront neighbourhood that supports the wider regeneration of the docks.

Central to the concept is the idea of extending the city to the water, with a strong focus on public access, view corridors, and connected open spaces. A new waterfront walkway, Lough Atalia Walk along Lough Atalia forms the spine of the scheme, linking key urban nodes and providing a valuable public amenity.

The layout is shaped by a defined street hierarchy, with Dock Road and a new internal street forming the primary frontage, activated by Blocks A, B, and D. These blocks provide continuous active ground-floor uses and define semi-private communal open space to the rear—safe, sunlit spaces for residents.

Block C, lower in height and positioned along the Lough Atalia Walk, helps preserve daylight and key views, while creating a more human-scaled edge to the water.

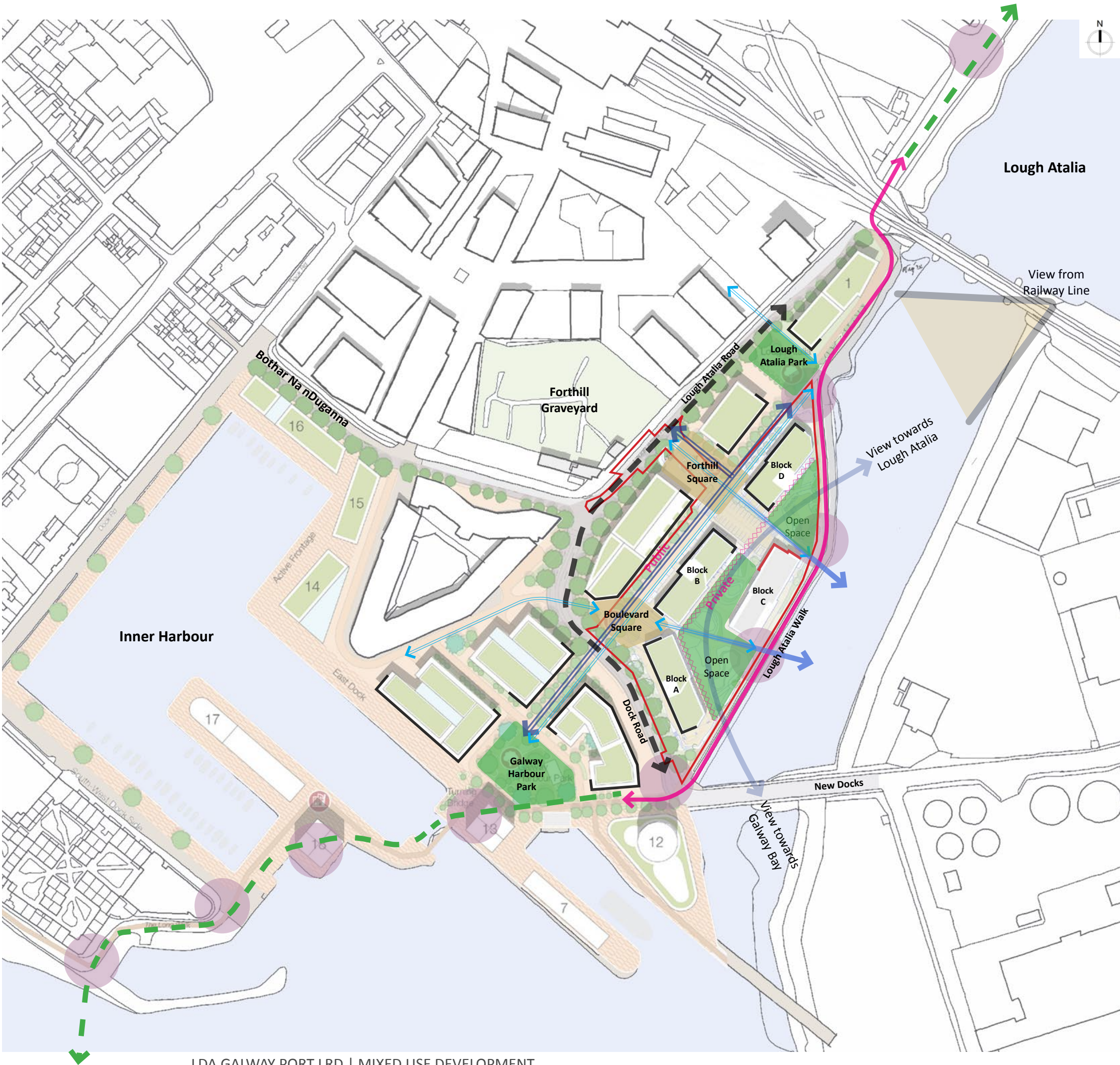
Permeability and connectivity are central to the design. A new pedestrian route links Lough Atalia Road to the Lough Atalia Walk, ensuring easy access for both residents and the public.

A public square at the southwest corner serves as the main arrival point, framed by commercial uses and offering a civic focus. From here, residents can access more direct routes to the waterfront, supporting a seamless transition from public to residential space.

Overall, the concept balances density with liveability, delivering a well-connected, walkable, and distinctive urban quarter for Galway.

Street Hierarchy & Keys

- Primary Street
- Second Street
- Pedestrian & Cyclist Route
- Lough Atalia Walk
- Future Greenway Connections
- Open Space
- New Square



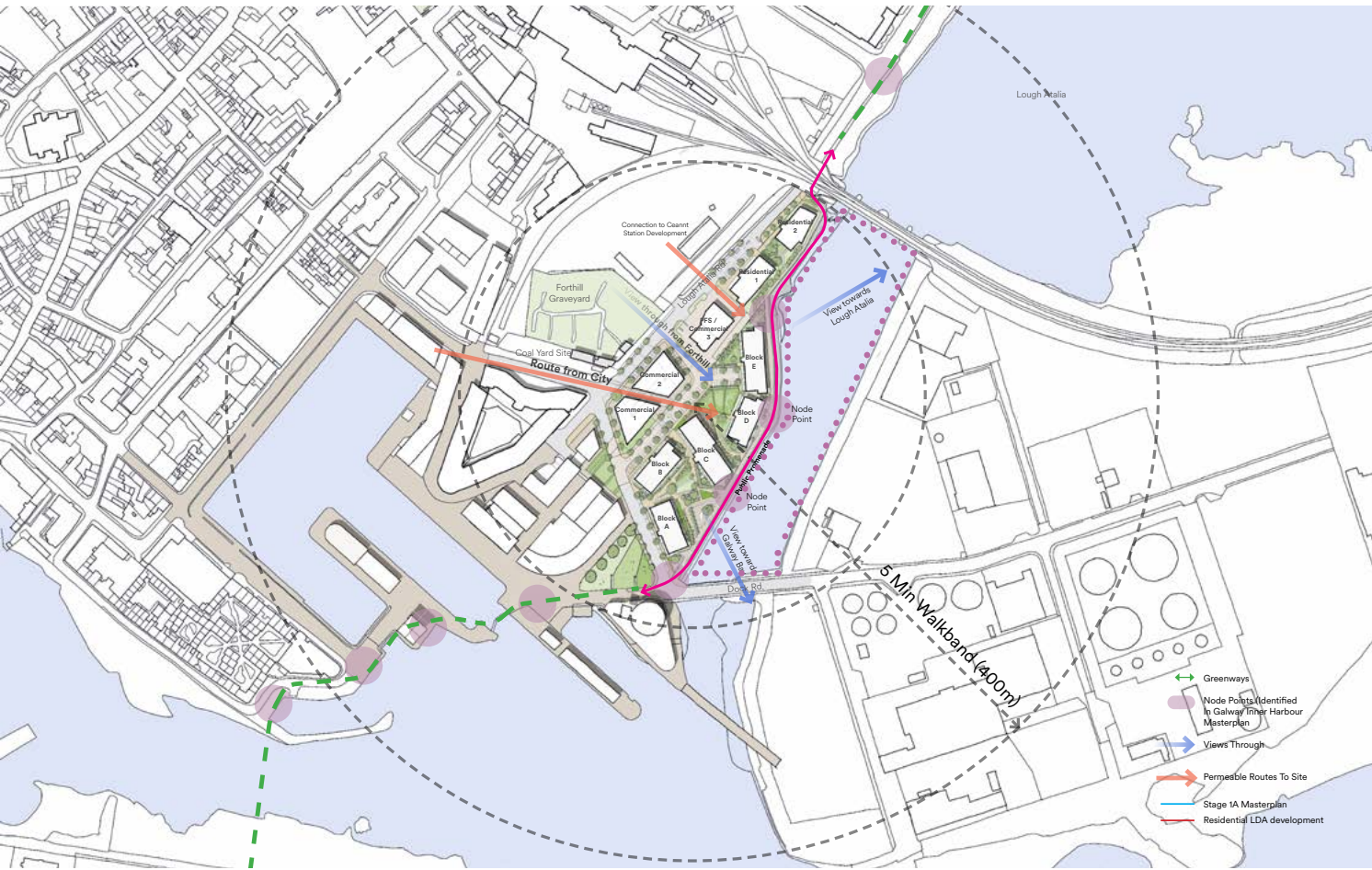
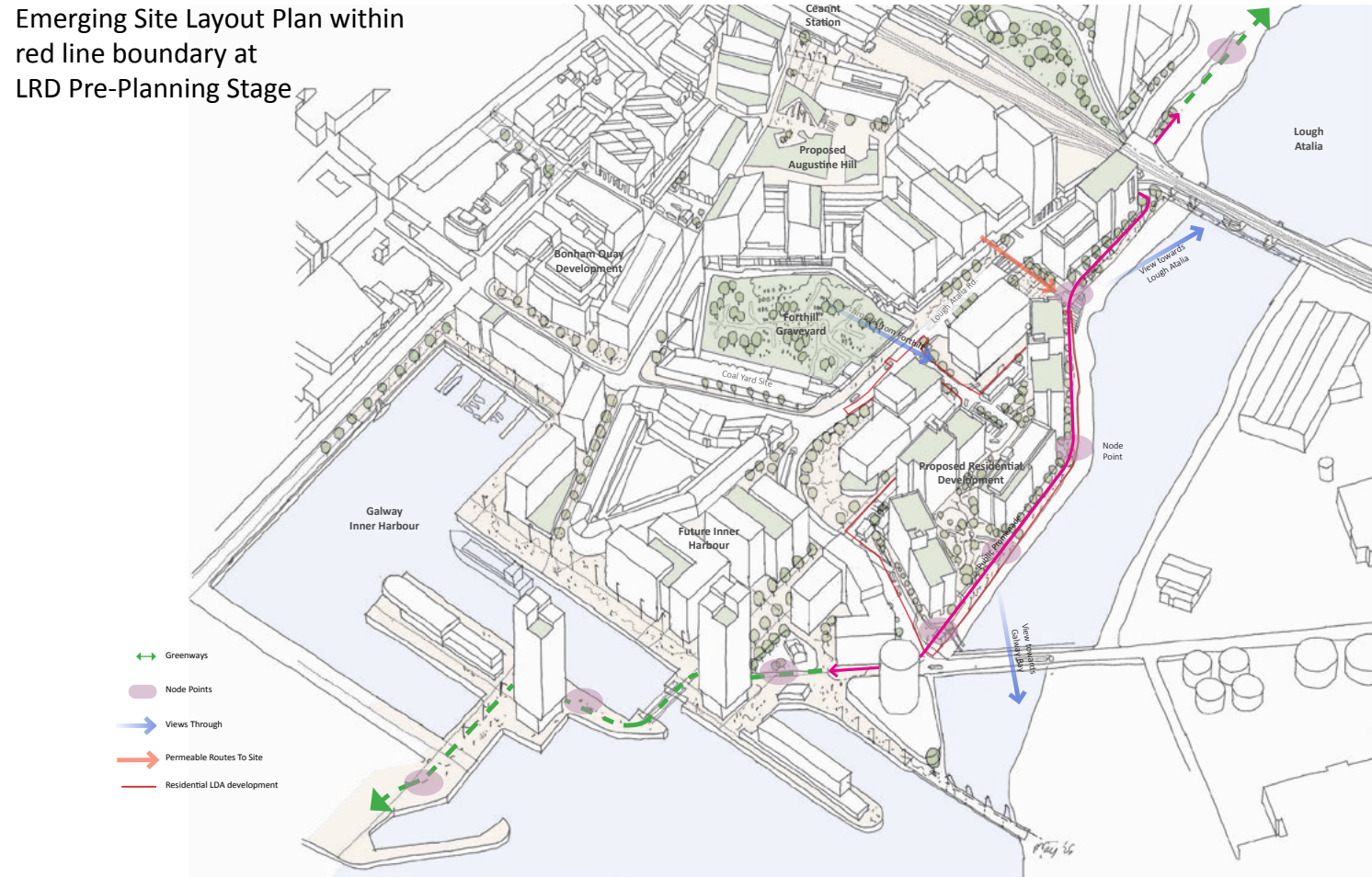
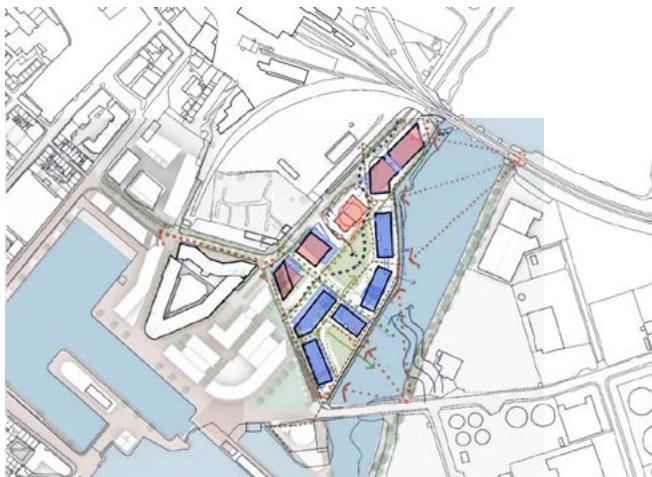
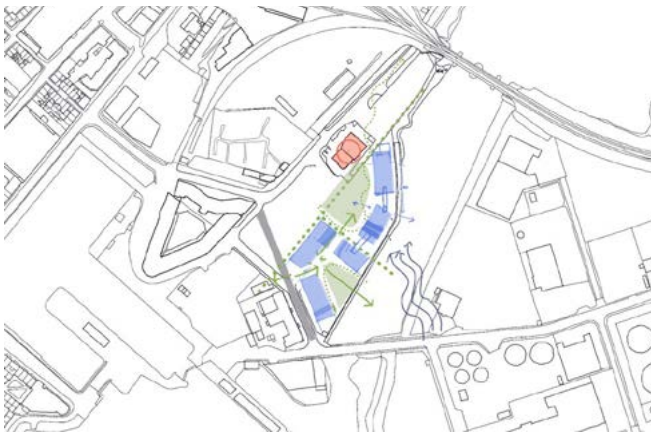
5.2 Site Evolutions

Site Layout Plan

Since the project’s inception, the design team has explored a range of concepts to address the complex challenge of delivering a affordable residential scheme in a prominent location within Galway City. The success of this development is critical, as it represents the first phase in the wider regeneration of the Inner Harbour area.

The design is required to respond to the LDA’s project brief, reflect the principles outlined in the LDA Apartment Typology Booklet, and achieve a density appropriate to its urban context. Numerous ideas and configurations were investigated, leading to the development of an emerging masterplan that balances these objectives. This masterplan was subsequently presented to Galway City Council during the LRD pre-planning stage.

Emerging Site Layout Plan within red line boundary at LRD Pre-Planning Stage



5.3 Design Evolutions

Design

Following receipt of the LRD Opinion from Galway City Council, a follow-up meeting was granted to the design team to review progress on the Inner Harbour Masterplan and to seek clarification on various architectural and urban design matters raised by the Council.

Several iterations of the site layout plan were presented for discussion:

Diagram 1 proposed retaining the existing positions of all building blocks while de-cluttering the surrounding spaces to introduce a new public square, marking the main entrance to the development between Blocks A and B. In this iteration, all bin stores and substations were relocated within the building footprints. The car parking court at the north-west corner was redesigned to improve permeability and connectivity between Lough Atalia Road and the waterfront promenade. However, the Council rejected this option as it did not adequately address the perceived fragmentation issues within the site layout.

Diagram 2 introduced a radical redesign of Block D into an L-shaped building to create active frontages along the internal street and to define a future public square adjacent to the proposed hotel and commercial building on adjoining lands. While this layout provided better spatial enclosure, it significantly reduced the extent of public open space and compromised visual connectivity between the internal courtyard and the waterfront.

This option was ultimately discounted, primarily due to the increased massing and its greater visual impact on the surrounding context.

Diagram 3 featured a modest realignment of the building block to face the internal street rather than the waterfront promenade. This configuration aligns more closely with the wider masterplan, facilitating a continuous and permeable connection from Lough Atalia Park to the north, through the site.

This option has been generally accepted by the Council and the design team has been advised to proceed with further development based on this layout.

Diagram 1



LDA GALWAY PORT PROJECT | RESIDENTIAL

Diagram 2



LDA GALWAY PORT PROJECT | RESIDENTIAL

Revision to Site Layout Plan
L-Shape Block D (12upc)
with Ground Floor Creche

- 1 Lough Atalia Walk - Softer edges and surfaces leading to the waterfront.
- 2 Block C will be shifted downward to widen the gap, enhancing both visual and physical connections.
- 3 Proposed Creche - A single-storey building with a frontage and play area facing the waterfront.
- 4 Block D will have a new alignment with its frontage facing the waterfront.
- 5 A new route for pedestrians and cyclists will be established along the future extension of the internal street, situated between Block D and the future commercial building on the existing petrol filling station site. This route will connect Lough Atalia Park to Galway Harbour Park.
- 6 There is potential for four additional apartments at ground floor level.

10

Diagram 3



LDA GALWAY PORT PROJECT | RESIDENTIAL

Re-alignment of Block D to Future
Commercial Building
(existing Petrol Filling Station)

- 1 Improved permeability and connectivity are being established from Lough Atalia Road to the promenade.
- 2 A new open space facing Lough Atalia will serve as a focal point and orientation area at the junction leading to the promenade.
- 3 Clear separation will exist between pedestrian routes and parking areas, ensuring easy access to the apartment blocks.
- 4 A new route for pedestrians and cyclists will run along the future extension of the internal street, between Block D and the future commercial building on the existing petrol filling station site. This route will link Lough Atalia Park to Galway Harbour Park.
- 5 Boulevard Square will be a new public square located at the junction of Dock Road, formed by the future hotel development and Blocks A and B. It will feature active frontages from cafes, restaurants, and retail units on the ground floor.
- 6 A connection will be established from the public square to the waterfront promenade through a communal open space within the residential area.

9

5.4 Street Level Experience

Street Level Experience – Block A & B

A series of architectural sketches were presented to Galway City Council illustrating the proposed street-level experience around Blocks A and B, and how this will evolve with the implementation of future development phases.

Sketch 1 depicts the current proposal for Phase 1a of the Galway Inner Harbour Masterplan, focusing on the relationship between Block A and Dock Road. The finished floor level (FFL) for all apartment blocks is set at 5.35m AOD, which is 300mm above the required flood protection level of 5.05m AOD. Due to this elevation, the ground floor of Block A will sit higher than the existing Dock Road, which currently varies in level from 3.50m to 4.50m AOD.

To address this level change in the interim, a combination of steps and ramps is proposed to provide safe and accessible pedestrian access. These will form a temporary condition, pending implementation of Phase 2a of the Galway Inner Harbour Masterplan, which includes the raising of Dock Road to approximately 5.0m AOD and the demolition and relocation of the existing ESB substation and pump station along Dock Road.

Sketch 2 illustrates the longer-term vision for this frontage once Phase 2a of Galway Inner Harbour Masterplan is delivered. The public realm will be significantly improved, with a wider footpath and a pull-in lay-by or shared surface area in front of Block A to facilitate better pedestrian flow, access to ground-floor commercial units, and a more coherent streetscape.

These proposals demonstrate a clear phasing strategy that delivers functional public realm in the short term, while accommodating necessary infrastructure upgrades and elevational alignment in the future. The design ensures that the street frontage remains active, safe, and accessible throughout all stages of delivery.



Sketch 3 illustrates the proposed internal street, framed by Block B to the right and the future hotel development to the left, showing how the built form will create a sense of urban enclosure and define a legible, active street edge that reinforces the overall structure of the masterplan.



Sketch 1 shows the street elevation of Block A, featuring steps and ramp access from Dock Road to accommodate the level change.



Sketch 4 illustrates the proposed public square, framed by Blocks A and B, forming the main entrance to the development. Its southwest aspect supports seating, social activity, and active ground-floor uses.



Sketch 2 shows the street-level view of Block A as envisioned in Phase 2a, when Dock Road is elevated to align with the proposed ground floor levels.



Sketch 5 illustrates the level change from Dock Road to the proposed café/restaurant, creating a raised, sheltered terrace that offers a safer and more comfortable seating area.

5.5 Site Layout Strategy

The proposed site layout directly responds to concerns raised by Galway City Council during the LRD meeting regarding the fragmentation of the scheme, particularly the position of Block D, which was previously perceived as isolated and overly shaped by the geometry of the site's frontage onto the Lough Atalia channel.

To address this, Block D has been realigned to reinforce the internal street as a legible urban corridor and create a stronger sense of street enclosure. This adjustment also allows the block to relate more effectively to future development outlined in the Inner Harbour Masterplan. Together, Blocks B and D now form a clear primary frontage, defining the internal street as a key pedestrian and cyclist route that connects all public spaces across the scheme.

Block A, fronting onto Dock Road, maintains a strong urban edge and, in combination with Blocks B and D, helps to shape and enclose the central amenity space—creating a more coherent and well-structured neighbourhood.

At the core of the development, the landscaped communal open space offers two distinct play areas—for toddlers and older children—alongside a central gathering space for residents. A teen zone, featuring a one-on-one basketball court, is located within the northern open space, overlooking Lough Atalia and the new Lough Atalia Walk, supporting informal, inclusive recreation.

Car parking is restricted to on-grade perimeter spaces and a small parking court adjacent to the crèche, allowing for safe and convenient drop-off while maintaining the quality of the public realm.

Public open space is concentrated along the waterfront promenade and within a new southwest public square fronting Lough Atalia. These spaces enhance connectivity between the development and the wider community while reinforcing the site's visual and ecological integration with its coastal setting.

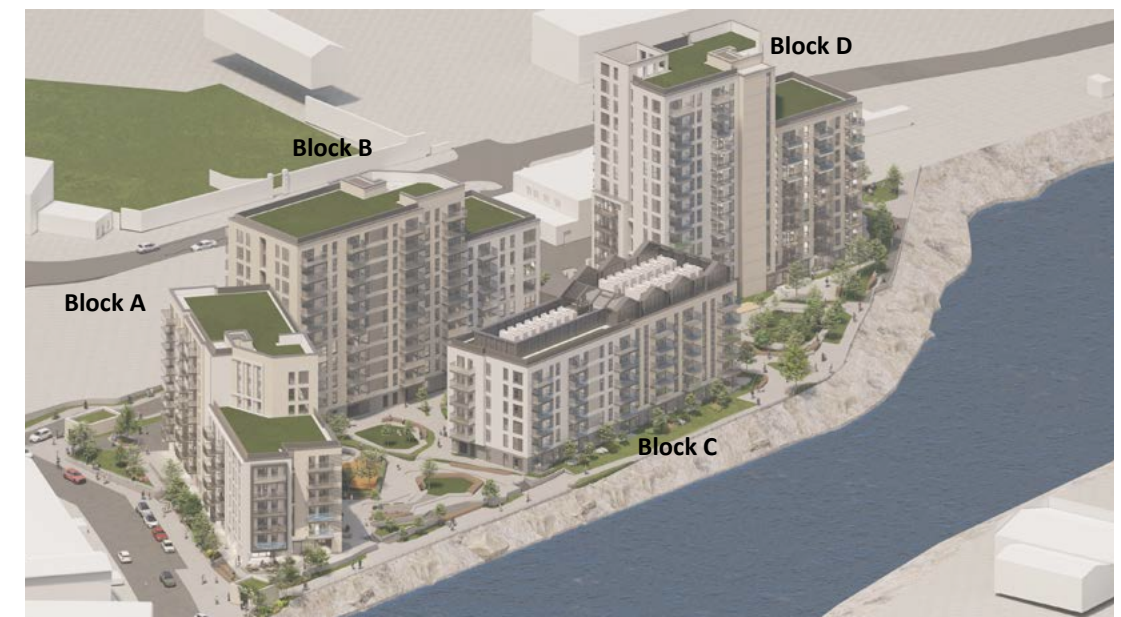
The layout has been carefully future-proofed to align with the existing road network and accommodate the proposed Strategic Infrastructure Road, as well as future phases of the Inner Harbour Masterplan.



View from Southwest



View from Northeast



View from Southeast

5.6 Connectivity & Linkages

The proposed development is well positioned to enhance connectivity between Galway City Centre and the Inner Harbour, supporting active travel and public realm integration. The main pedestrian route from the city centre approaches the site via Bothar na Long, which transitions into Lough Atalia Road—a key movement corridor for pedestrians and cyclists.

To improve safety and accessibility, a new pedestrian toucan crossing is proposed along this route, facilitating safe shared movement for both pedestrians and cyclists. In addition, a second pedestrian crossing will be introduced along the new internal street, improving filtered permeability and creating a more walkable, pedestrian-friendly environment throughout the development.

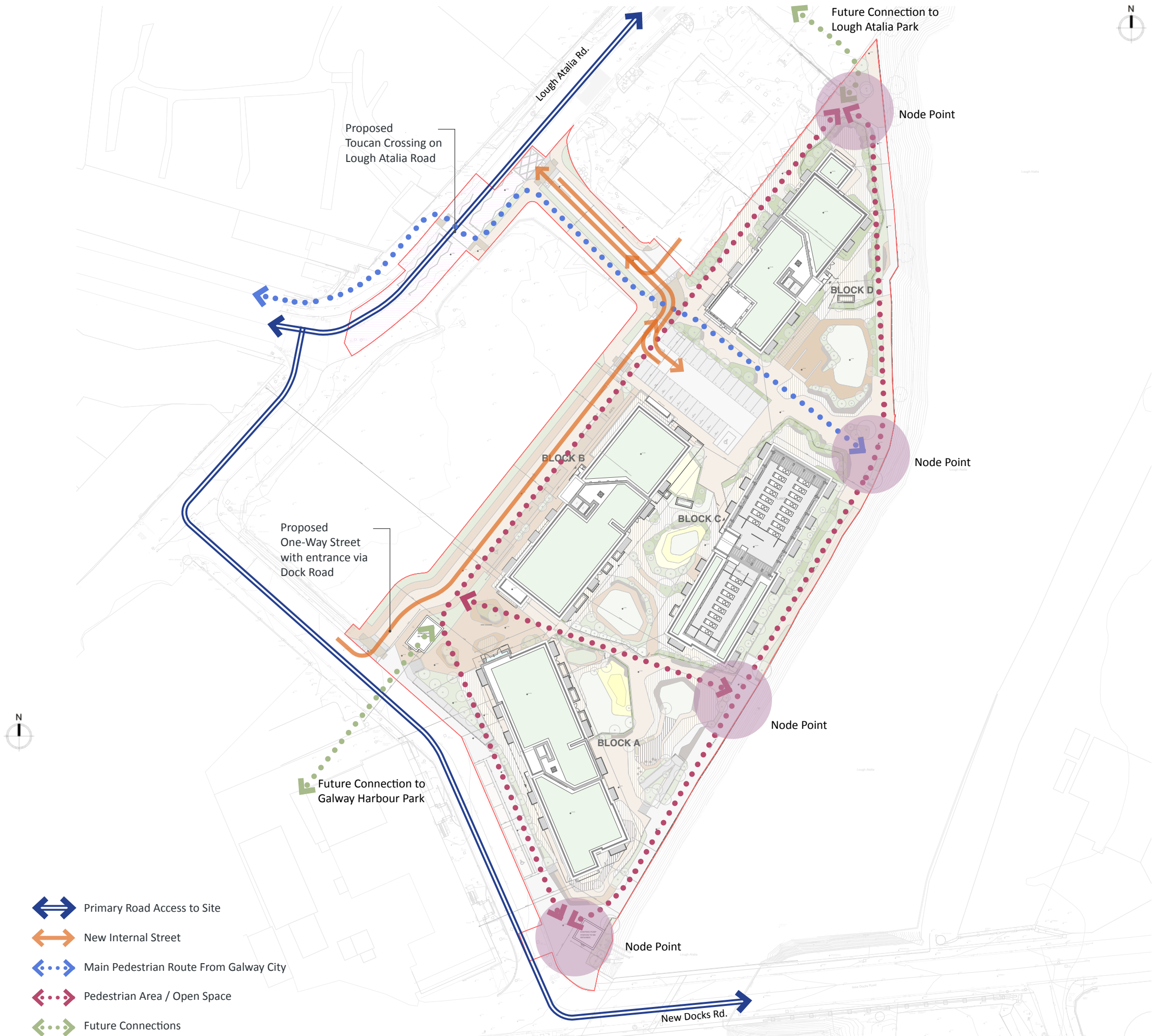
The new internal street is designed as a multi-modal corridor, accommodating pedestrian and cycle access while maintaining provisions for vehicular traffic, including refuse collection and emergency services. It forms a crucial link between Lough Atalia Road and Dock Road, ensuring clear access through the site and supporting integration with the wider harbour regeneration area.

On-street resident parking will be provided along this internal route, carefully balanced with wide footpaths, tree planting, and public realm enhancements to ensure the street remains safe, attractive, and human-scaled.

Together, these connections support the development's broader goal of delivering a highly accessible, inclusive, and connected neighbourhood, reinforcing the masterplan's commitment to sustainable urban mobility.



Extract from Galway Inner Harbour Masterplan 2025
Fig. 37 Public Space Axis and Route



5.7 Open Space Strategy

The proposed development incorporates a diverse and well-considered open space strategy, designed to promote community interaction, play, and relaxation for all age groups. The layout follows a courtyard arrangement, prioritising pedestrian movement by directing vehicular access to the perimeter of the site. This approach enhances safety and walkability within the heart of the development.

At the core of the scheme is a south-facing public open space, offering generous sunlight exposure and views towards Lough Atalia. This central space is animated by the presence of a café, activating the plaza and creating a vibrant social hub for both residents and visitors.

The development also includes communal open space, specifically designed to accommodate the needs of different age groups. A playground for younger children is centrally located, offering a secure and engaging environment for families. To the south, play facilities for older children are integrated into the open space, ensuring age-appropriate recreation across the site. Additionally, a dedicated teenage play area—featuring a one-on-one basketball zone—is located towards the northern corner of the site, adjacent to the promenade, providing a more active, informal recreational space with views over the water.

A new public square is positioned at the southwest corner of the site, acting as a civic focal point and main arrival area for the development. With a southwest-facing aspect, this space is ideal for outdoor seating, informal gatherings, and community events. It also serves as the primary access point to both the communal spaces and the waterfront promenade, strengthening the connection between the residential core and the broader public realm.

Open Space Provision

Communal Amenity Space	5	6	7	9	
Requirements	860	204	945	135	2,144.0
Public Open Space	15%				2,431.5
	of Site Area			Req.	4,575.50
Communal Open Space Block A					388.0
Communal Open Space Block B&C					1,053.0
Communal Open Space Block C					270.0
Communal Open Space Block D					470.0
Public Open Space (Square)					468.0
Public Open Space (Lough Atalia Walk)					3,334.0
					TOTAL COS
					2181 m2
					TOTAL POS
					3802 m2

- 1 LOUGH ATALIA WALK WITHIN DEFINED PUBLIC OPEN SPACE IN LONG TERM MATERIALS
- 2 PEDESTRIAN & CYCLE ROUTE
- 3 BUFFER PLANTING TO BLOCK C & D EASTERN ELEVATION
- 4 LOUGH ATALIA WALK CONTINUED ADJACENT TO BLOCK D PROVIDING LINK TO POTENTIAL FUTURE LOUGH ATALIA PARK
- 5 FALL PROTECTION RAILING TO LOUGH ATALIA WALK
- 6 URBAN SQUARE
- 7 CENTRAL GATHERING PLAZA
- 8 VIEWING TERRACE
- 9 UNIVERSAL ACCESS TO CENTRAL GATHERING PLAZA
- 10 HARBOUR POINT TERRACE
- 11 BLOCK A UPPER WALKWAY
- 12 LOWER PEDESTRIAN WALKWAY ALONG WESTERN BOUNDARY
- 13 GENTLY SLOPED ACCESS AND STEPPED ACCESS TO BLOCK A UPPER WALKWAY
- 14 ENTRANCE PLAZA
- 15 TEENAGE PLAY AREA AND GATHERING HUB
- 16 PEDESTRIAN WALKWAY TO BLOCK B
- 17 CAR PARK
- 18 BLOCK D ENTRANCE PLAZA
- 19 COMMUNAL GARDEN D (BLOCK D NORTHERN/ EASTERN ELEVATION)
- 20 NATURE BASED PLAY AREA FOR ALL AGES
- 21 COMMUNAL GARDEN C (BLOCK C NORTH/ NORTHEASTERN ELEVATION)
- 22 COMMUNAL OPEN SPACE WITHIN BLOCK B & C
- 23 OPEN LAWN WITHIN COMMUNAL OPEN SPACE BLOCK B & C
- 24 CRECHE PLAY AREA
- 25 COMMUNAL OPEN SPACE (BLOCK A)
- 26 NATURE-BASED PLAY AREA (FOR TODDLERS)
- 27 NATURE-BASED PLAY AREA FOR OLDER CHILDREN



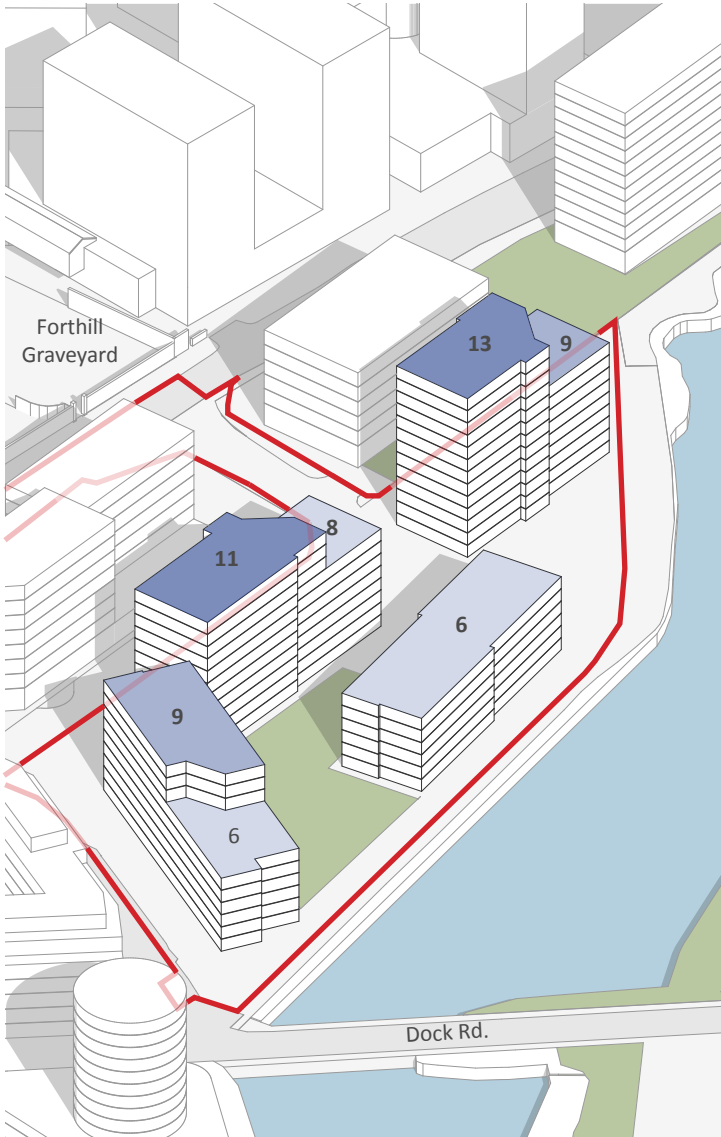
Landscape Design - Refer Stephen Diamond Landscape Drawings

5.8 Massing & Block Articulation

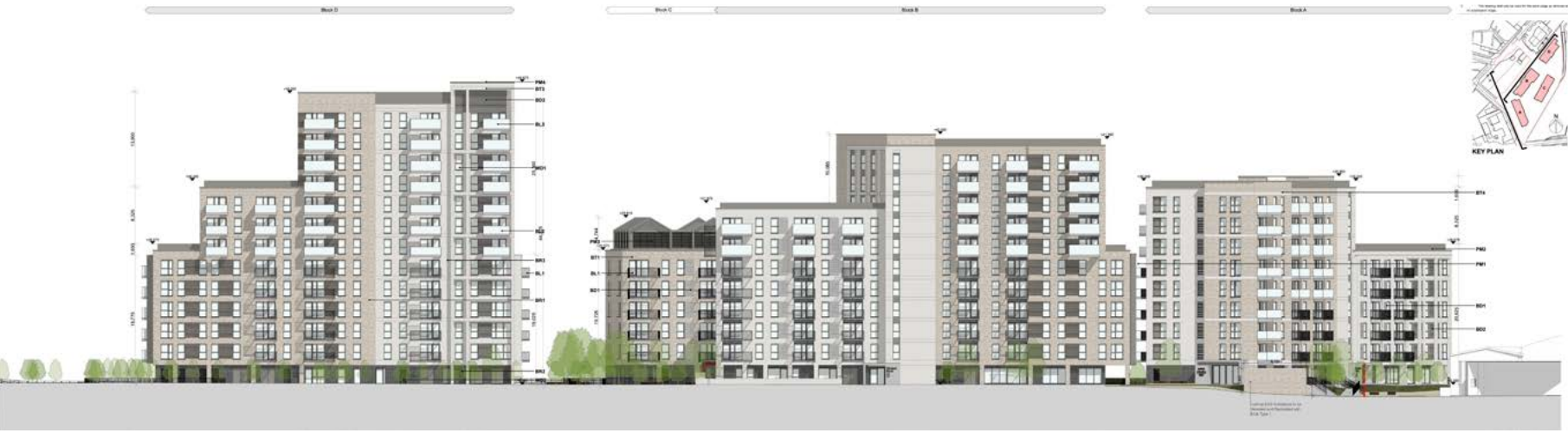
The four blocks are designed to have a lower height along the Lough Atalia Walk to the east, gradually increasing in height towards the north. This alignment is in accordance with the Galway Inner Harbour Masterplan and positively responds to the permitted Ceannt Station development. The stepped design not only adds visual interest to the city skyline but also improves the courtyard's open space by allowing more natural light to enter. Furthermore, the separation distance between the blocks is designed to optimise the levels of daylight and sunlight available to the residential amenities.

The proposed residential development features building heights that range from 6 to 13 storeys:

- Block A: 6 to 9 storeys
- Block B: 6 to 8 to 11 storeys
- Block C: 6 storeys
- Block D: 6 to 9 to 13 storeys



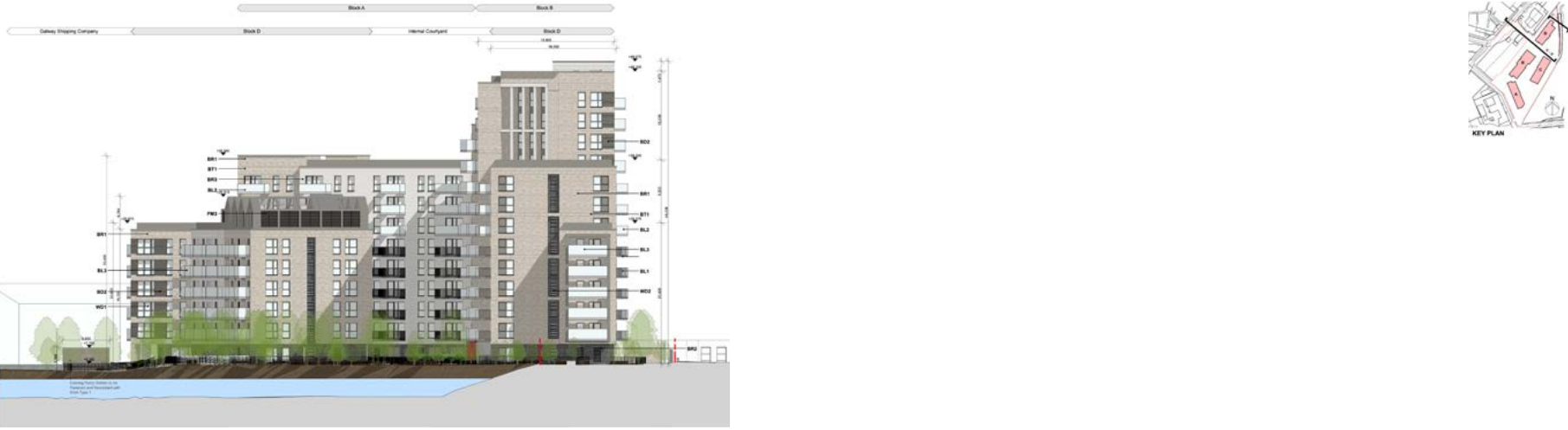
Northwest - Internal Street Elevation



Southwest - Dock Road Elevation



Northeast Elevation



Southeast - Lough Atalia Elevation



5.9 Building Design - Block A

Block A occupies a prominent position along Dock Road, acting as a key visual marker within the development. As such, careful consideration has been given to its façade treatment, with a focus on enhancing verticality, articulation, and material richness, to avoid a monolithic or bulky appearance and to contribute positively to the public realm.

The primary material palette is brick, expressed through a combination of vertical piers and horizontal banding to establish a strong architectural rhythm. Stack bond detailing and stone-effect horizontal courses are introduced along the street elevation and the elevation facing the new public square, providing textural variation and breaking down the massing. These details contribute to a well-proportioned façade that feels dynamic and well-scaled.

Vertical brick piers are employed to accentuate the building's height, reinforcing a sense of vertical emphasis and echoing the grain of nearby historic industrial structures. Additional brick detailing, such as button bricks and ribbed brickwork, create subtle shifts in tone and texture that respond to sunlight and shadow, adding visual interest throughout the day.

At ground level, two commercial units activate the street frontage—one addressing the new public square, the other oriented towards the southern node near the Lough Atalia Walk. Both units enjoy excellent southeast and southwest orientations, creating attractive outdoor spill-out spaces and opportunities for seating and public engagement.

Entrances are marked by a carefully detailed metal canopy, offering protection from the elements while also serving as a way-finding feature. The canopy is designed with subtle refinement to complement the brickwork and provide a clear, inviting threshold for residents and visitors.

A distinctive metal 'box frame' element is introduced around the balconies at the southern end of Block A. This architectural device provides additional wind protection and privacy to private amenity spaces, while also serving as a unifying element across the development. Similar features appear in Blocks B and D, visually linking the buildings and reinforcing the cohesive identity of the scheme.



Artist's Impression of Block A and Dock Road elevation



Artist's Impression of Block A from Dock Bridge



Artist's Impression of Block A retail unit fronting on to public square

5.10 Building Design - Block B

Block B is strategically positioned to align with the new internal street, forming a well-defined edge and contributing to a sense of urban enclosure when paired with the future hotel development to the Northwest as per the Galway Inner Harbour Masterplan. Its siting allows it to work in tandem with Block A, while being deliberately offset to create a new public square at the corner between the two blocks. This space serves as both a civic node and a threshold to the communal courtyard beyond.

A retail unit is located at ground floor level, fronting onto the public square. Its position reinforces active frontage and helps animate the square throughout the day, supporting the scheme’s commitment to a lively and engaging public realm.

At the northern end of the block, a crèche has been carefully sited near the centre of the development. With prominent frontage onto the internal street, it offers convenient access for parents and guardians, while a protected outdoor play area is located on the more private, inward-facing side of the block. The façade is recessed around the crèche to create a sheltered, defensible edge, minimising wind exposure and overlooking, and enhancing comfort and safety for children and staff.

In keeping with the architectural language of the scheme, Block B features a pressed metal entrance canopy and integrated signage, providing a distinct and legible point of entry for residents and visitors.

A prominent pressed metal ‘box frame’ on the southern elevation facing the public square defines the main entrance sequence, reinforces the scheme’s visual identity, and marks the route into the courtyard and towards the waterfront promenade.

Public-facing façades of Block B are detailed with a consistent material language, incorporating button bricks, ribbed brickwork, and horizontal stack bond banding. These textures add visual depth and variety to the elevations, responding to light and shadow throughout the day. The rear elevations of the block, which face into semi-private spaces, are treated in a simpler brickwork palette, maintaining coherence while ensuring material economy and construction efficiency.



Artist's Impression of Block B commercial unit along internal street



Artist's Impression of Block B crèche and apartment entrance



Artist's Impression of Block B retail unit fronting on to public square

5.11 Building Design - Block C

Block C is a distinctive element within the overall development, both in siting and design character. Located at the heart of the scheme, it is positioned along the Lough Atalia Walk, enjoying generous frontage onto the waterfront and playing a key role in anchoring the pedestrian experience at the eastern edge of the site.

The building has been intentionally designed as the lowest of the four blocks, ensuring that sunlight reaches the central courtyard and that clear views towards Lough Atalia and Galway Bay are preserved from the taller blocks behind. This approach reinforces a tiered massing strategy, improving both daylight access and the overall visual hierarchy of the scheme.

A centralised energy centre is integrated on the roof of Block C, selected for its central location within the scheme —allowing for efficient service distribution to all other blocks. Recognising its visibility from surrounding units, the rooftop plant has been carefully screened and designed as a celebrated architectural feature, rather than concealed infrastructure.

The plant screen takes inspiration from the traditional pitched-roof forms of historic wharf buildings, referencing the area's industrial and maritime heritage. Its expressive design adds architectural interest, while also serving as a way-finding landmark within the development—visible from the public realm and aiding orientation for residents and visitors moving along the promenade.

A clearly defined entrance canopy with integrated signage marks the main residential access point. Ground-floor apartments along the promenade provide active frontage and passive surveillance, contributing to a safe, lively, and welcoming public edge.

In keeping with the wider material palette, Block C incorporates button brick, ribbed brickwork, and stack bond brick banding, ensuring visual cohesion with the rest of the scheme. These detailing strategies enrich the façade and allow Block C to maintain its individual identity while still tying it back to the architectural language of Blocks A, B, and D.



Artist's Impression of Block C and Lough Atalia Walk promenade



Artist's Impression of Block C approaching from Lough Atalia Road



Artist's Impression of Block C internal courtyard and entrance

5.12 Building Design - Block D

Block D is the tallest building within the development, ranging from 6 to 13 storeys, and plays a significant role as a visual marker and way-finding element when viewed from Lough Atalia Road and the new internal street. Its prominent height reinforces its position within the overall massing hierarchy of the scheme and signals a key gateway into the neighbourhood.

The block is deliberately designed with a smaller footprint of 10 units per core, creating a wider separation between Blocks B and D. This design move improves visual permeability through the site, maintaining clear views of Lough Atalia from the nearby Forthill Graveyard, and contributing to a more open and layered urban grain.

All four elevations of Block D are carefully considered and articulated, ensuring the building presents a strong frontage in all directions. The southern elevation, which addresses the future continuation of the internal street and a proposed commercial block opposite, is emphasised through vertical brick piers and rich brick detailing that accentuates its height and creates a sense of urban enclosure.

The eastern elevation, which faces Lough Atalia Walk and the railway line, is equally prominent. It plays a key role as a landmark for those arriving into Galway by train, enhancing the site's identity and contributing to a strong sense of place.

The main residential entrance is marked by a pressed metal canopy and integrated signage, consistent with the design language used across Blocks A, B, and C. At ground level, residential units front onto the promenade and open space, providing passive surveillance, activity at the base, and reinforcing a safe and inviting public realm.

The northern end of the building is framed by a pressed metal 'box frame', continuing the architectural motif found on Blocks A and B. This element marks a future pedestrian entrance point from the north, adjacent to the proposed Lough Atalia Park and the planned greenway connection along Lough Atalia Road, as outlined in the Inner Harbour Masterplan.

As with the other blocks, button brick, ribbed brickwork, and horizontal stack bond brick banding are employed throughout the façades to create texture, depth, and visual continuity across the development.



Artist's Impression of Block D from railway bridge



Artist's Impression of Block D approaching along internal street



Artist's Impression of Block D from future Lough Atalia Park entrance

5.13 Materiality Strategy

Character Area Context: Lough Atalia Walk

The Masterplan defines three distinct character areas that shape the approach to residential development, with this particular scheme located within the Lough Atalia Walk character area.

This part of the masterplan is envisioned as more tranquil and residential in nature, set apart from the commercial activity of the city core. Located adjacent to existing nature corridors and the lagoon, the site benefits from a biodiverse and ecologically sensitive setting. The development responds to this context by prioritising quiet streets, generous green space integration, and a calm living environment. Key features such as active travel routes, playgrounds, and community gardens further enhance the scheme’s liveability and connection to the natural landscape.

Materiality Strategy

The materiality strategy for this development has been carefully considered to balance durability, contextual sensitivity, and long-term economic sustainability. Situated in the heart of Galway City, the project sits within a richly layered urban environment shaped by centuries of architectural evolution—from the medieval limestone of the Latin Quarter to the industrial textures of the docks and railway infrastructure. The development seeks to reflect these qualities through contemporary design, while also addressing the realities of delivering affordable housing to a high standard.

Primary Façade Treatment: Brickwork as a Contemporary Interpretation

The primary façade material proposed is brickwork in three complementary tones, a decision driven by both practical necessity and design integrity.

Brick is a time-tested material in the Irish context—robust, low-maintenance, and particularly resilient to Galway’s Atlantic coastal climate. Unlike many rendered or clad finishes, brick offers long-term durability with minimal upkeep, making it ideally suited to the life-cycle performance requirements of affordable housing.

The façade composition uses three distinct brick tones, each chosen for its technical performance, visual impact, and contextual relevance:

Dark Grey Brick at Ground Level

A dark grey brick is proposed at ground floor level across all blocks, establishing a strong visual base and architectural plinth. This darker tone conveys weight and permanence, drawing inspiration from the industrial heritage of the surrounding docklands and railway buildings. Positioned at street level—where façades are most exposed to foot traffic and weathering—the dark grey brick also serves a practical role in terms of durability and maintenance.

Light Grey and Buff Brick on Upper Storeys

The upper storeys feature a light grey brick, carefully selected to evoke the tonality of local limestone, prevalent in Galway’s civic and historic architecture. Stone cladding was initially considered but was ultimately omitted due to cost, structural, and maintenance implications. The light grey brick provides a visually similar, weather-resistant alternative that supports a more economical and efficient build.

A buff-toned brick is introduced to add warmth and depth to the elevations. It enhances verticality, creates subtle variation across the upper levels, and contributes to a more human-scaled and inviting character. The tonal interplay between the light grey and buff bricks has been designed to read as unified from a distance, while revealing finer detailing and richness up close.

Brick Detailing and Articulation

Subtle brick detailing, including horizontal banding in stack bond, has been integrated into the design to help break down the perceived bulk and massing of the blocks and lend a more refined architectural expression. These details offer rhythm and proportion without reliance on applied ornamentation, contributing to a cohesive and thoughtful design.

Together, the three brick tones and their detailing allow the façade to respond dynamically to its context—introducing visual rhythm and material

richness while preserving clarity in architectural hierarchy. The clear articulation of base, middle, and top aligns with best practice in contemporary urban design.

Brick is also an inherently tactile and civic material—it weathers gracefully, offers longevity, and communicates a sense of permanence well-suited to this prominent city centre location. Its use reinforces a modern yet distinctly Galwegian identity, ensuring the development contributes positively to the streetscape.

Reconsidering Stone Cladding: A Strategic Omission

Although natural or reconstituted stone has traditionally featured in Galway’s civic architecture, its use on this project has been deliberately and responsibly omitted. This is not a departure from Galway’s heritage values, but rather a strategic decision aligned with the economic and functional parameters of a affordable housing model.

Stone cladding—particularly natural limestone—presents challenges in terms of high installation costs, structural loading requirements, and ongoing maintenance, especially in a coastal setting vulnerable to salt spray, staining, and erosion. Within the framework of publicly funded or affordable housing

delivery, such costs are not justifiable when robust, visually suitable, and lower-maintenance alternatives—like high-quality brickwork—can achieve the same design intent.

The proposed brick solution offers architectural quality, contextual relevance, and construction efficiency, enabling refined façades that express depth, variation, and human scale, while aligning with standardised construction techniques and cost certainty.

Conclusion

This material strategy represents a contemporary, robust, and contextually grounded approach to city-centre residential development in Galway. By embracing a carefully considered palette of three complementary brick tones, incorporating subtle detailing, and reflecting both the heritage and future vision of Galway, the scheme delivers architecture that is economically viable, environmentally resilient, and culturally respectful.

The result is a development that is durable, dignified, and distinctly of Galway—one that contributes meaningfully to the evolution of the Inner Harbour and reinforces the principles of quality urban living.



5.14 Materiality Palette

The indicative materials selected for this development reflect a fusion of contemporary design principles and timeless architectural elements, harmonising durability, aesthetics, and functionality to suit Galway’s evolving urban fabric.


The combination of brick and pressed metal establishes a balanced architectural language—blending the richness and permanence of traditional materials with the minimalist precision of modern metalwork. This pairing creates a dynamic visual contrast: brick offers a grounded, textured, and tactile quality, while pressed aluminium introduces sleek, reflective surfaces that respond to changing light conditions.

To enhance visual interest and articulation, brickwork is employed in both traditional running bond and stack bond, alongside patterned detailing such as ribbed and protruding brick elements. These subtle variations in texture and rhythm help to break down the building’s scale and bring depth to the façades.


Another defining architectural element is the treatment of balconies, which vary in character to enrich the overall expression of the buildings. By combining solid balustrades, glazed panels, and classic vertical metal bars, the balcony design introduces layers of transparency and solidity. This diversity in form not only improves user comfort and privacy but also contributes to the façade’s architectural rhythm and detail.

KEY - Materiality


- BR1




Brick Type 1
Buff Brick with off-white mortar
- BR2



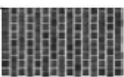
Brick Type 2
Dark Grey with off-white mortar
- BR3




Brick Type 3
Light Grey Brick with off-white mortar
- BT1




Banding Type 1
Stack Bond Buff Brick with off-white mortar
- BT2




Banding Type 2
Stack Bond Dark Grey Brick with off-white mortar
- BT3




Banding Type 3
Stack Bond Light Grey Brick with off-white mortar
- BT4



Banding Type 4
Stone Band - Light Cream Colour
- BD1




Brick Detail 1
Protruding Brickwork - Button
Brick colour to match
- BD2




Brick Detail 2
Protruding Brickwork - Horizontal
Brick colour to match


- BL1




Balcony Type 1 - 1200mm High
Metal Railings and Top Rail to
selected RAL colour
- BL2




Balcony Type 2 - 1200mm High
Glazing Balcony with Metal Top
Rail to selected RAL colour
- BL3




Balcony Type 3 - 1500mm High
Glazing Balcony with Metal Top
Rail to selected RAL colour
- WD1




Double Glazed Windows with
Square Profile Frame to selected
RAL colour
- WD2




Louvred AOV with Square Profile
Frame to selected RAL colour
- PM1




Pressed Metal Box Frame to
selected RAL Colour
- PM2



Perforated Metal Panelling to
selected RAL colour
- PM3



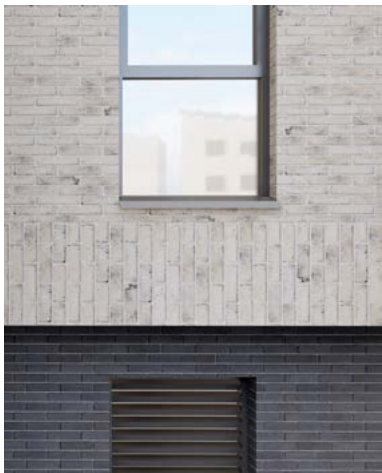
Pressed Metal Louvres Screen to
selected RAL colour
- PM4



Pressed Metal Capping to selecte
RAL colour



Stack Bond Banding



Brick selections



Metal Louvres Screen



Protruding Brickwork - Detail 1



Pressed Metal Louvres



Metal Canopy



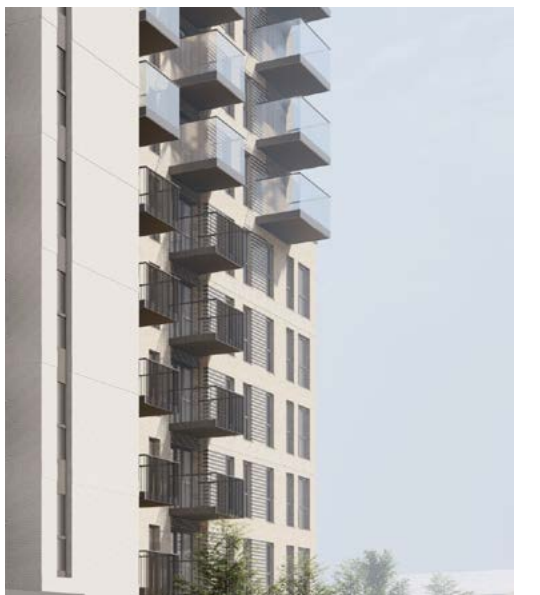
Balcony Type 2 & 3 - Glazed Balustrade



Protruding Brickwork - Detail 2



Double Glazed Windows



Balcony Type 1 - Metal Railing
Balustrade