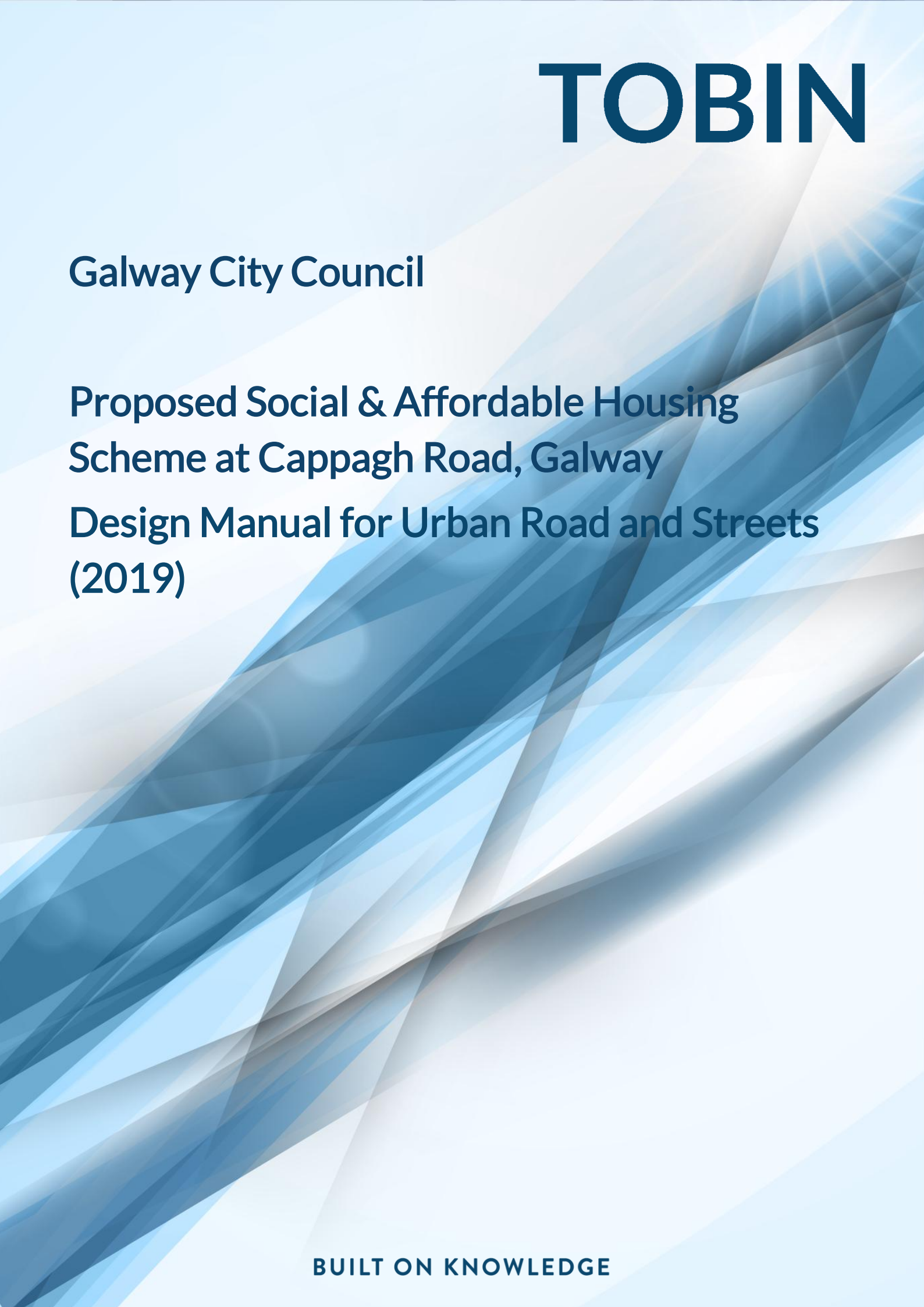




TOBIN

Galway City Council

**Proposed Social & Affordable Housing
Scheme at Cappagh Road, Galway
Design Manual for Urban Road and Streets
(2019)**

BUILT ON KNOWLEDGE

Document Control Sheet

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Contents

1.	INTRODUCTION	1
1.1	DMURS (2019) Design Principles	3
1.1.1	<i>Design Principle 1:</i>	3
1.1.2	<i>Design Principle 2:</i>	6
1.1.3	<i>Design Principle 3:</i>	8
1.1.4	<i>Design Principle 4:</i>	9

List of Figures

Figure 1.1: Site Location	2
Figure 1.2: Proposed Site Layout.....	2
Figure 1.3: Walk from Entrance to nearest Bus Stop (Google Maps)	4
Figure 1.4: Cycle from Entrance to nearest Bus Stop (Google Maps).....	5
Figure 1.5: Extract from the Cycle Design Manual.....	6
Figure 1.6: Extract from Section 4.4.9 DMURS 2019.....	7
Figure 1.7-Example of in-curtilage parking within the proposed development.....	7
Figure 1.8- Cycle time from An Cimín Mór Road to the Galway City (Google Maps)	8
Figure 1.9: Example of Street Surfaces.....	9
Figure 1.10: Example of Shared Active Travel Area Site B	9
Figure 1.11: Example of Shared Active Travel Area Site B	9

1. INTRODUCTION

TOBIN were appointed to provide engineering consultancy services for the Proposed Social & Affordable Housing Scheme at Cappagh Road, Galway. (Figure 1.1 – Site Location & Figure 1.2 - Proposed Site Layout).

Planning permission is sought by Galway City Council for the proposed in respect of a proposed social and affordable housing scheme providing approximately 45 dwellings and public open spaces at Cappagh, Galway City.

For Planning purposes, the overall site has been split into two sites namely **site A** and **Site B** to clearly distinguish the design inputs of each. **Site A** is located approximately 65m South-East of **Site B**. It is proposed that all sites will run under 1 single phase.

The proposed development will consist of:

- a. The construction of 38 no. new residential units comprising of:
 - i. 12 no. Terraced houses (6 no. 2 bedroom houses & 6 no. 3 bedroom houses)
 - ii. 1 no. 2 bedroom townhouse
 - iii. 5 no. 2 bedroom 2 storey duplex units
 - iv. 4 no. 2 bedroom 4 person own door Apartments
 - v. 11 no. 2 bedroom 3 person own door Apartments
 - vi. 5 no. 1 bedroom own door apartments
- b. The construction of vehicular and pedestrian access points to the Proposals via the An Címín Mór/ Garrai Dhónaill access road,
- c. Renewable energy design measures for each unit and
- d. Supporting development works including:
 - i. Access Roads
 - ii. Grouped Parking spaces
 - iii. Landscaping and boundary treatments
 - iv. Ground level alterations to accommodate the development
 - v. Bicycle storage and bin storage
 - vi. Surface water management including SUDS measures
 - vii. Temporary construction signage
 - viii. Estate signage and
 - ix. All associated site works.

Figure 1.1: Site Location

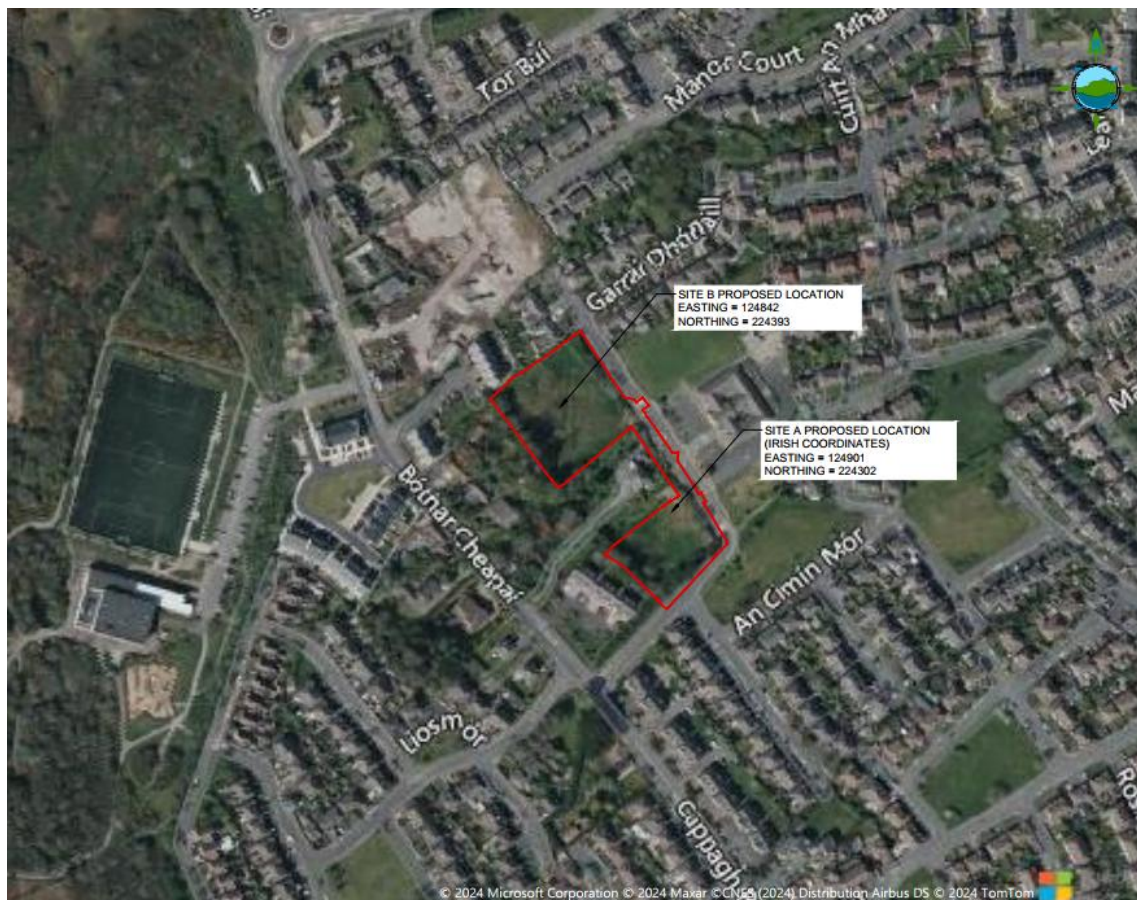


Figure 1.2: Proposed Site Layout



1.1 DMURS (2019) DESIGN PRINCIPLES

1.1.1 Design Principle 1:

To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.

The site is situated within lands which are zoned for 'residential' use. The overall proposed layout of the development has adhered to the restrictions in the Galway City Development Plan by ensuring the residential areas are located within the areas outlined in the development plan and with consideration of the adjoining developments and surrounding areas.

The objective of this zoning is to ensure the sustainable, planned, and balanced development of the city while protecting the environment, fostering economic growth, and enhancing the quality of life for residents. The site is predominantly a greenfield site and is located approximately 5.4km from Galway city.

The proposed development aims to create a sustainable residential community that is well-integrated with nearby developments and connected to surrounding recreational and amenity areas, in accordance with the designated zoning in the Galway City Development Plan 2023–2029.

The site is part of a larger landholding in the area that is owned by the applicant. The extent to which this application pertains is shown outlined in red throughout the documents and drawings included in this application.

The main design objectives of the large residential development are as follows:

- Create strong links to adjacent amenities while enhancing the existing network of facilities with an additional hub along An Cimín Mór Road.
- Provide a new community facility, which will be developed alongside an open space to interact with the An Cimín Mór Road and wider area.
- Create green habitat walkway links throughout the site connecting to the proposed greenway link as per the Galway City Development Plan.
- Ensure the layout and design allow for pedestrian permeability for access to the larger recreational areas for all residents.
- Ensure that the site layout is optimised to provide passive surveillance to open areas which will discourage anti-social behaviour.

The above objectives are in accordance with the principles of DMURS and the layout for the proposed housing development has been carefully developed to provide residential clusters which centre around open public spaces. The street networks within the development have been designed to maximise connections between local areas and services.

A high degree of permeability and legibility have been provided with the proposed layout creating a legible network of streets and footways which are easy to navigate for both drivers and pedestrians. The overall design delivers a road network that offers permeability and legibility that is consistent with adjacent developments providing a sense of integration within the broader residential context.

The main pedestrian and cyclist access routes to the proposed development will be from the An Cimín Mór Road. Pedestrians shall use the pedestrian footpaths located along the An Cimín Mór Road. The internal footpath network will seamlessly tie into the existing footpath along An Cimín Mór Road, providing pedestrian access to bus stops, recreational areas, and surrounding residential developments without the need for additional footpath infrastructure.

Refer to figure 1.3 & 1.4 for the locations of bus stops in the vicinity of the proposed development and the approximate walking distances and times for each.

Figure 1.3: Walk from Entrance to nearest Bus Stop (Google Maps)

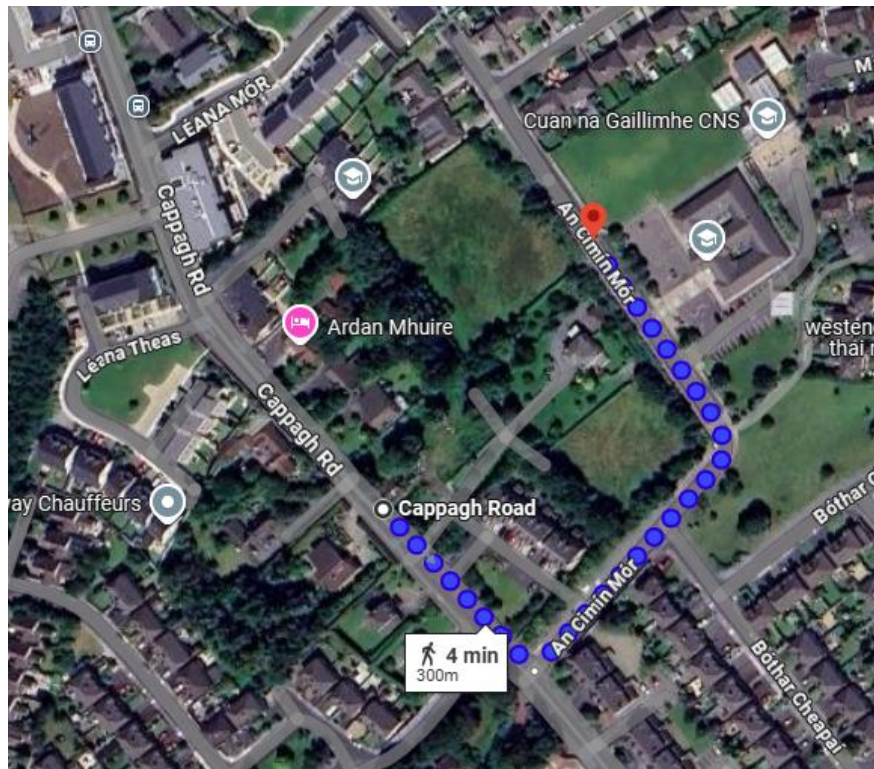
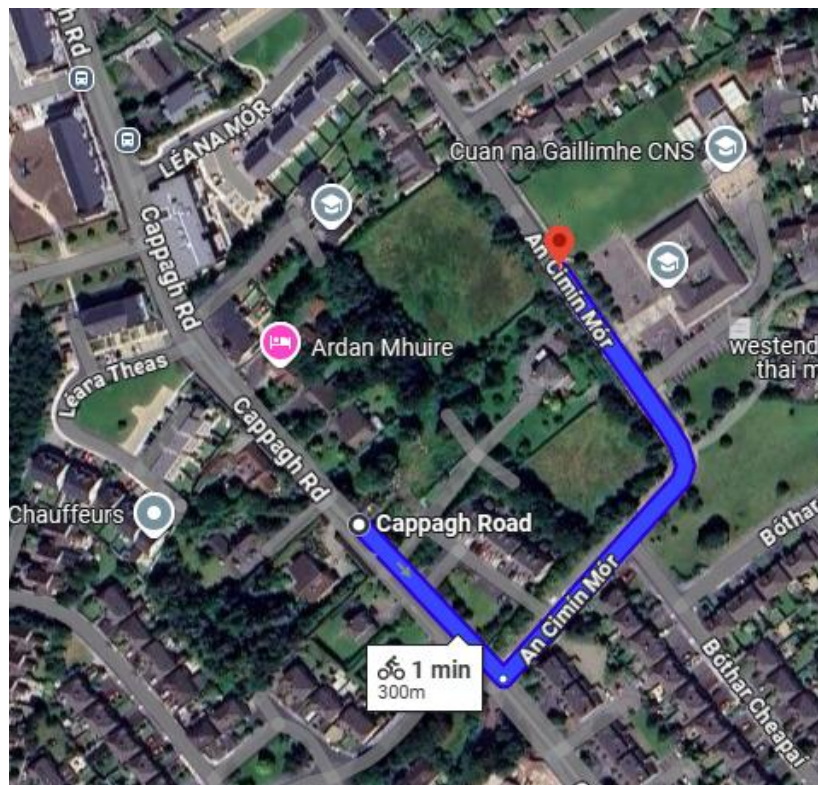


Figure 1.4: Cycle from Entrance to nearest Bus stop (Google Maps)



The developments are located at the front of the site directly onto An Cimín Mór Road. This will create activity as residents come and go, establishing a lively area that signals to drivers they are passing through a bustling urban zone with frequent pedestrian and cyclist presence.

Vehicular access to the developments will be via a new site access from the existing An Cimín Mór Road. An Cimín Mór Road connects to Cappagh Road and links with the Western Distributor Road to the north of the development.

Site A

Vehicular access to **Site A** will be via an entrance to the north of the site from An Cimín Mór Road. The main access road within the site is proposed to be 4m wide. Refer to drawing 12031-2005 for roads layout.

Site B

Vehicular access to **site B** will be via an entrance to the north of the site from An Cimín Mór Road. The main access road within the site is proposed to be 5.5m wide. Refer to drawing 12031-2004 for roads layout.

The development incorporates a variety of public open spaces throughout the scheme that will be accessible to all users of the development and for the wider community to enjoy.

The development also remains well connected to the bus stops which in turn provides good access to local amenities within Galway City. From the proposed site access to the nearest bus stop is circa 210m away or approximately 3-minute walk. The Bus Eireann Routes 410, 411 & 412 to Galway City centre is catered for by this bus stop.

1.1.2 Design Principle 2:

The promotion of multifunctional streets that balance the needs of all users within a self-regulating environment.

DMURS prioritises pedestrians, cyclists, public transport and private cars following in order of importance. The road network design throughout the proposed development consists generally of short stretches. These deliberately incorporated road features not only create a pleasing experience for the pedestrians and drivers but creates a passive method for controlling the speed of the vehicular movements throughout the development. The internal road network is also designed to be lightly trafficked and as a low-speed environment where cyclists can share the carriageway with vehicles as identified in Section 4.3.5 of the DMURS document. It is also envisaged for cyclists to share the main access roads with vehicular traffic, when needed, in accordance with *Table 2.1 – Cycle Facilities Selection Guide of The Cycle Design Manual*, by incorporating a 30km/h ‘Slow Zone’ for the development.

Figure 1.5-Extract from The Cycle Design Manual

Speed Limit ¹	Two-way traffic flow (peak hour pcus)	Remote Cycleway/ Greenway	Standard cycle track (incl. two-way tracks)	Stepped cycle track	Protected Cycle Lane	Mandatory Cycle Lane	Mixed Traffic
20 km/h	< 200						
	200-400						
	> 400						
30 km/h	< 200						
	200-400						
	> 400						
40 km/h	< 200						
	200-400						
	> 400						
50 km/h	< 200						
	200-400						
	> 400						
60 km/h	Any						
	Any						
≥ 80 km/h	Any						

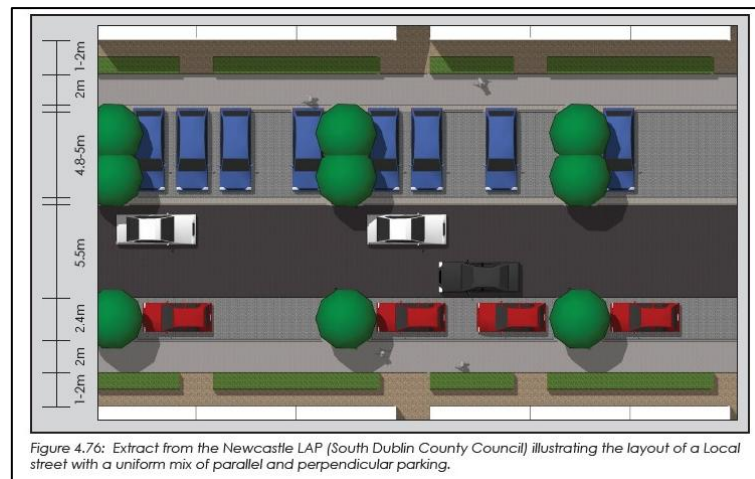
	Provision should be suitable for most users.
	Provision may not be suitable for all and may exclude some potential users (Departure required).
	Provision not recommended as it's unlikely to be suitable for a range of users (Departure required).
	Provision not suitable.

Notes:
1. If the 85th percentile motor traffic speed is more than 10% above the speed limit, the next highest speed limit should be applied.

Pedestrian crossings are provided throughout the development, ensuring safe and convenient access for all pedestrians to every part of the site. This measure alone serves as the traffic calming solution within the development, ensuring ease of access for all pedestrians to every area.

The development provides a good mix of both on street and ‘on-curtilage’ parking for residents. The on-street parking proposed largely follows the proposed mix of parallel and perpendicular model as noted in the section 4.4.9, ‘on-street parking and loading’ of DMURS 2019. See figure 1.6 for a typical example of parallel and perpendicular parking.

Figure 1.6: Extract from Section 4.4.9 DMURS 2019



The main form of parking for homeowners in the development shall be 'on-curtilage'. This has been specifically designed to align with homeowner's preference to have their private vehicles positioned within the limitations of the individual site ownership, and to avoid a feeling of over dominance associated with having the majority of parking located on-street.

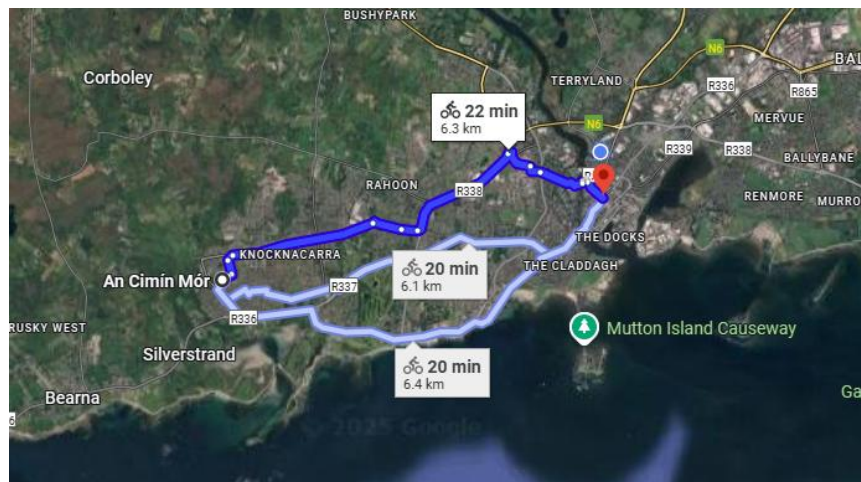
Figure 1.7-Example of in-curtilage parking within the proposed development



Pedestrians can gain access to all areas of the proposed development through the proposed entrance to the north of the site by way of 2m wide footpaths, and internally the site is served by 2m wide footpaths and uncontrolled crossings. This will result in a continuous pedestrian route from all locations within the development and to other local developments.

Bicycle parking will be provided in the development to help promote cycling. Cyclists will utilise the main access route in the north and share the main internal access roads with vehicular traffic in accordance with section 4.2.7 Shared Active Travel Facilities of the Cycle Design Manual. For commuter journeys, cycling can be considered as a feasible means of transport for those working within 10km of the development. The Galway City Centre is located approximately 6.6 km to the south of the proposed development. This represents a 22 min cycle time for the average cyclist from the proposed development (Figure 1.8)

Figure 1.8-Cycle time from An Cimín Mór Road to the Galway City (Google Maps)



Therefore, shared cycle and vehicle surfaces shall be provided within the proposed development in line with these guidelines.

1.1.3 Design Principle 3:

The quality of the street is measured by the quality of the pedestrian environment.

Footways adjacent to the roads have been provided through the development, further independent footpaths are included through the open spaces at the development entrance away from vehicular routes as illustrated on the drawing accompanying this document as a part of the planning pack.

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a minimum width of 1.8m accordance with DMURS 2019 guidelines. Pedestrian footways adjacent to the carriageways are minimum 2m wide. Road widths throughout the development are predominantly 5.5m wide with the exception of localised approaches to junction which are widened to accommodate vehicular movements in accordance with the guidance in DMURS (2019) section 4.4.1.

DMURS suggests that measures should be considered that reduce the dominance of the vehicle within a street in favour of pedestrians and cyclists. The internal layout of the proposed development incorporates a number of design features such as distinctive surface materials and colours which will establish a sense of place while increasing the overall safety of providing a shared areas for all road users. A shared active track is proposed on the western side of the site to provide future linkage between **Site B** and **Site A**, in line with Galway City Council development plans for the site.

The inclusion of shared active travel track and strategically positioned planting/vegetation will also lower vehicle speeds throughout the development and give the pedestrian a sense of priority, as shown in Figures 1.9 – 1.11 below, which demonstrates the quality of the pedestrian environment.

Figure 1.9: Example of street surfaces



Figure 1.10: Example of Shared Active Travel Area Site A



Figure 1.11: Example of Shared Active Travel Area Site B



1.1.4 Design Principle 4:

Greater communication and cooperation between design professionals through the promotion of a plan led, multidisciplinary approach to design.

The design of the proposed development has been carried out taking into account requirements from a number of disciplines including planning, architecture, landscape architecture, engineering and environmental specialists.

The design team have progressed through a number of iterations of the layout in line with comments received from each discipline throughout the design process and as information became available. This ultimately led to a robust, attractive site layout for future homeowners while adhering to the relevant guidelines and standards.

The design team has strived to work in a collaborative manner to culminate in proposals that ultimately reflect a positive design which both satisfies the developers objectives and meets the Local Authority's requirements.

The resulting layout provides a development of high standard which incorporates spatial requirements for pedestrians, cyclists and motorists while taking into account relevant plans and policies.

