TOBIN

Galway Port LRD

DMURS Statement of Compliance

LDA
An Ghníomhaireacht um Fhorbairt Talún
The Land Development Agency

BUILT ON KNOWLEDGE

Document Control Sheet	
Document Reference	DMURS Statement of Compliance
Client:	Land Development Agency
Project Reference	11910

Rev	Description	Author	Date	Reviewer	Date	Approval	Date
P01	Issued for Planning	AOR	04.07.2025	EC	04.07.2025	RB	04.07.2025
P02	Revised Comments	AOR	30.07.2025	EC	30.07.2025	RB	30.07.2025
P03	Minor Revisions	AOR	27.08.2025	EC	27.08.2025	RB	27.08.2025
P04	Minor Revisions	JC	15.09.2025	RB	15.09.2025	RB	15.09.2025

Table of Contents

List of Figures

1. INTRODUCTION

TOBIN were appointed to provide engineering consultancy services for the proposed 'Large-Scale Residential Development' (LRD) in Galway Port at Dock Road and Lough Atalia Road. (Figure 1.1 – Site Location & Figure 1.2 - Proposed Site Layout).

This report has been prepared to accompany the civil works planning submission element of the proposed development.

Galway City Council – 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 (26.0 sq m); the partial demolition of the existing ESB sub-station and ancillary building (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: Block A ranges from 6 No. to 9 No. storeys; Block B ranges from 6 No. to 11 No. storeys; Block C is 6 No. storeys; and Block D ranges 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; 741 No. cycle parking spaces; hard and soft landscaping, including as public open spaces and communal amenity spaces; private amenity spaces as balconies and terraces facing all directions; boundary treatments; public lighting; bin stores; double sub-station; plant rooms; green roofs; rooftop lift overruns and plant; rooftop telecommunications, plant 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

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 currently in a brownfield condition with the road frontage onto Lough Atalia Road. The site has historically been reclaimed in at least two stages and subsequently contained tanks containing hydrocarbons. These tanks have since been decommissioned and removed. Currently, the site is a laydown area for turbine parts which are in transit as well as a bus depot area.

The extent to which this application pertains is shown outlined in red throughout the documents and drawings included in this application.

The external road network is existing from Lough Atalia which continues onto the Old Dublin Road to the north-east, allowing allows access onto the M6 Motorway. This allows for connectivity to and from Galway City.

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

- Create a series of strong links to the adjacent amenities while providing a new local centre within the development area.
- Ensure site layout is optimised to provide passive surveillance to open areas which will discourage anti-social behaviour.
- Ensure the layout and design allow for pedestrian permeability for access to the larger recreational areas for all residents including green areas for play and a significant network of walking tracks.
- Vegetation where possible to provide a sense of maturity to the development.

The above objectives are in accordance with the principles of DMURS 2019 and the layout for the proposed housing scheme has been carefully developed to provide residential clusters which centre around open public spaces. Additionally, the development is completed with several varied walking routes which provide excellent permeability throughout the entirety of the development.

The street network within the development has been designed to maximise connections between development and the immediate public road network whilst maintaining a strong sense of pedestrian dominance within the scheme. Pedestrian routes are provided throughout the development. This ensures residents can access the main walking routes by the shortest route and avoid having to walk longer distances to get to their destination.

A high degree of legibility and pedestrian permeability 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 and is consistent with adjacent developments providing a sense of integration within the broader urban context.

The main pedestrian access route to the proposed development is from the proposed entrance to the north-west of the site and off the existing Lough Atalia Road. Once outside the extent of the development, pedestrians would utilise the existing pedestrian arrangements. See figure 1.3 and figure 1.4 below for walking and cycle distances.

Similarly, cyclists will access the site via the main route from the north-west and will share the internal access roads with vehicles. The internal road network has been designed as a low-speed environment, which supports safe and comfortable shared use. This approach aligns with the Cycle Design Manual, which recognises shared use as appropriate in settings with low traffic volumes and speeds where cyclist safety and comfort can be effectively maintained. Furthermore, this approach also aligns with that of the external public roads.

Figure 1.3 Walk from Entrance to Closest Train/Bus Station (Google Maps)

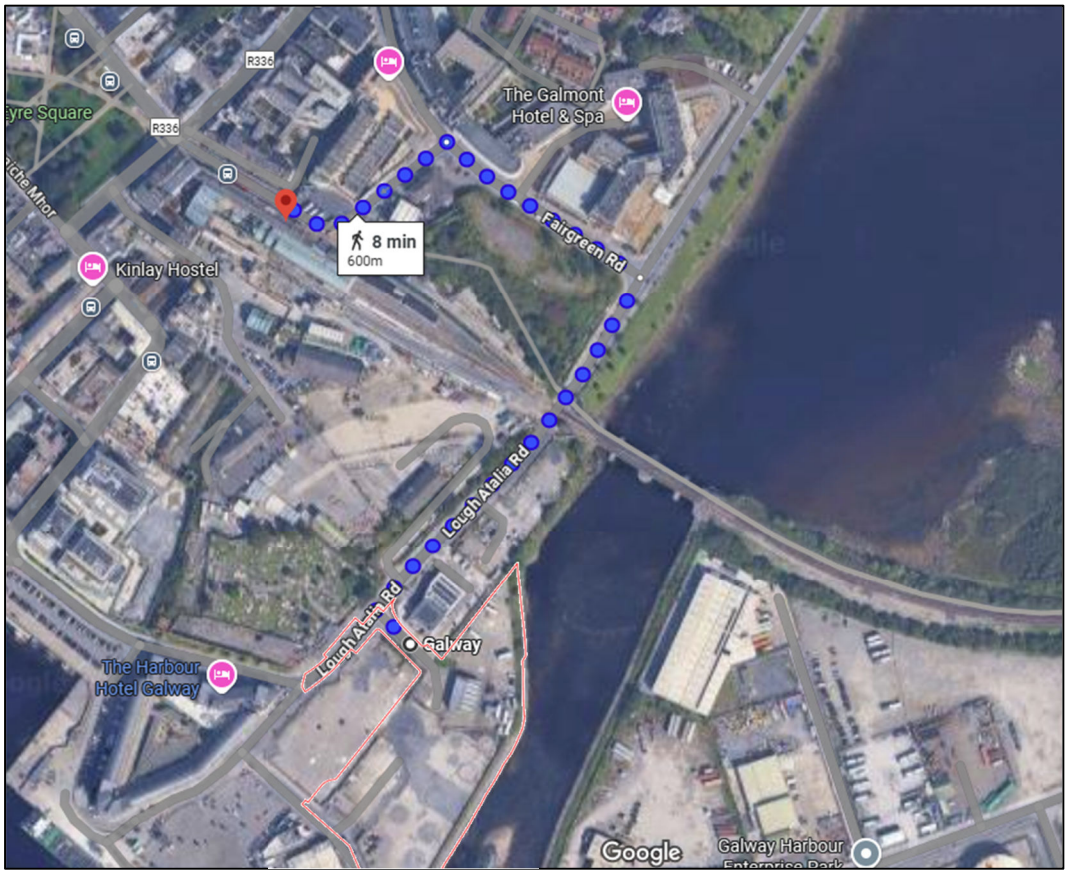


Figure 1.4 Cycle from Entrance to Train/Bus Station (Google Maps)

The site includes public open space throughout the site and can be seen in the site layout drawings. All public areas are well serviced by interconnected footways.

The development also remains well connected to the nearest train station which in turn provides good access to local amenities outside of Galway City. The nearest train station is in Galway City centre and the most convenient walking route for pedestrians and cyclists is on the Lough Atalia Road to the north. From the proposed site access to the train station is circa 600m away or approximately eight-minute walk, or a 2-minute cycle.

1.1.2 Design Principle 2:

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

The proposed development also includes: new internal road network, upgrades from the Lough Atalia Road and along access road from it at the north-west of the site, including the provision of a new toucan pedestrian/cycle crossing; upgrades to the footpath and road interface with Dock Road to the south-west; 37 No. car parking spaces; 748 No. cycle parking spaces; hard and soft landscaping, including public and communal amenity spaces; private amenity spaces as balconies and terraces facing all directions; boundary treatments; public lighting; bin stores; plant rooms; rooftop telecommunications and plant infrastructure and recladding of existing sub-station; and all associated works above and below ground.

Although the road network design throughout the proposed development is minimal, it deliberately avoids long straight stretches of road whereby drivers may be tempted to use higher vehicle speeds. Passive speed control measures—including pedestrian crossings, variations in surface materials, and raised crossings, road build outs—are incorporated. These elements align with the requirements of the Design Manual for Urban Roads and Streets (DMURS), supporting a safer and more user-friendly streetscape.

The development provides for a mixed-use car park, serving both parking for residents, deliveries and creche services, accumulating a total of 37 car parking spaces, with limited 'on curtilage' parking available. EV vehicle parking will also be accommodated. This is reflective of homeowner preferences for having private vehicles accommodated within the boundary of individual property plots. This approach also helps to minimise the visual impact and perceived dominance of on-street parking.

The proposed on-street parking follows a perpendicular orientation, consistent with the guidance set out in Section 4.4.9, 'On-Street Parking and Loading' of DMURS (2019), which allows for flexibility in parking arrangements based on the specific urban context. In this case, parallel parking has been incorporated along the one-way road, as the linear nature of the site and the width of the internal road network allow for efficient and practical implementation. Perpendicular parking was considered the most appropriate solution to maximise space utilisation and ensure ease of access for vehicles, while maintaining a safe and navigable streetscape.

Figure 1.5 Extract from Section 4.4.9 DMURS 2019

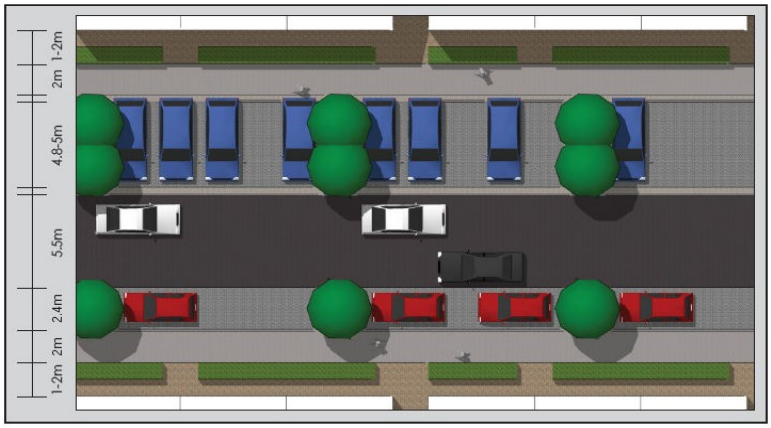


Figure 4.76: Extract from the Newcastle LAP (South Dublin County Council) illustrating the layout of a Local street with a uniform mix of parallel and perpendicular parking.

A number of pedestrian crossings provided throughout the development, ensuring safe and convenient access for all pedestrians to every part of the site, and serving as a primary traffic calming solution within the development.

In addition, surface variation, road width narrowing and small radius curves in kerbing serve as traffic calming measures. The contained nature of the vehicle corridor through the development communicates a clear pedestrian priority within the scheme.

The VRU-sensitive design promotes the integration of pedestrians, cyclists, and vehicles in accordance with Section 1.7.1 of the Cycle Design Manual (CDM).

Figure 1.6 Extract from the Cycle Design Manual

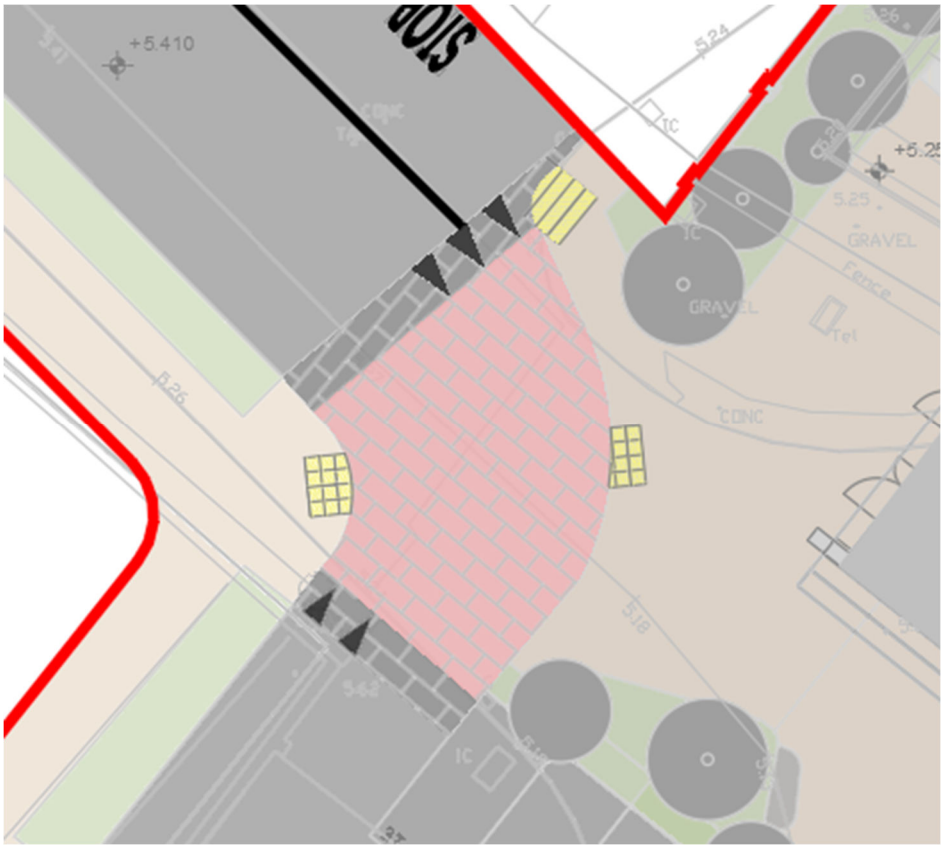
Table 2.1 - Cycle facilities selection guide

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						
≥ 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.

Figure 1.7 Section of Shared Surface for Pedestrian, Cyclist and Motorist use



Pedestrians can gain access to all areas of the proposed development through the proposed entrance to the north-west of the site by way of 2.5m wide footpaths, and internally the site is served by 3m wide footpaths and uncontrolled crossings, as well as the south-west of the site via the plaza area and the southern corner along Lough Atalia Walk. This will result in a continuous pedestrian route from all locations within the proposed development and to other local developments.

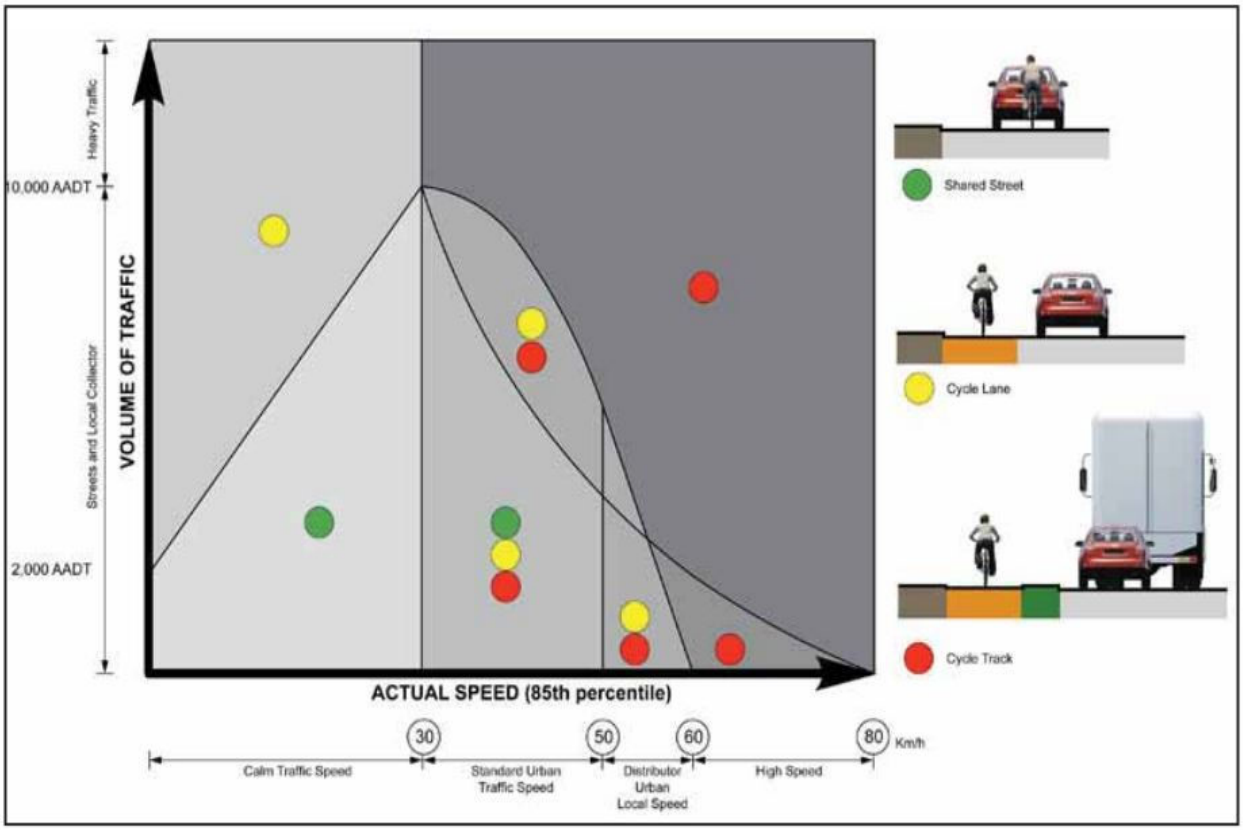
In accordance with Section 4.3.5 of the Design Manual for Urban Roads and Streets (DMURS), which previously referenced the Cycle Design Manual (CDM)—formerly the National Cycle Manual (NCM)—this proposed development supports cycling as a sustainable mode of transport and aims to rebalance design priorities to create a safer, more comfortable environment for cyclists.

While the NDM has now been replaced by the CDM, the principles guiding this development remain consistent with the updated provisions. The CDM continues to emphasise the importance of reducing vehicular speeds in urban settings, and advocates for design measures such as narrower carriageways and tighter corner radii. These strategies are incorporated into the proposed development to enhance safety and encourage active travel.

Figure 4.52 from the DMURS Manual (Figure 1.8 below), provides an overview of the integration and segregation of cycle traffic within the carriageway based on vehicle speeds and traffic volumes. On lightly trafficked/low speed streets, as proposed on this development,

designers are generally directed to create shared streets where cyclists and motor vehicles share the carriageway, as shown by the green symbol in the figure below. Therefore, shared cycle and vehicle surfaces shall be provided within the proposed development in line with these guidelines.

Figure 1.8 Extract from DMURS Manual



1.1.3 Design Principle 3:

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

Vertical deflection has been positioned in the proposed development at specific locations to promote lower speed limits and to provide suitable crossing points for pedestrians. The 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 architectural drawings and landscaping drawings.

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a minimum width of 2.0m accordance with DMURS 2019 guidelines. Pedestrian footways adjacent to the carriageways are minimum 1.8m 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.

In line with the principles set out in the Design Manual for Urban Roads and Streets (DMURS), the proposed development seeks to reduce vehicle dominance in favour of creating a safer and more welcoming environment for pedestrians and cyclists, also the presence of a shared surface within the site allows for enhanced accessibility for both cyclists and pedestrians, as well as motorists.

The proposed promenade allows for future extension toward the development of an active travel corridor along the length of Lough Atalia, potentially offering an alternative route for VRUs away from Lough Atalia Road.

The internal layout incorporates a range of design features, including the use of distinctive surface materials and colour treatments, to foster a strong sense of place and enhance safety within the development. Additionally, the integration ‘slow zone’ areas, along with strategically placed planting and vegetation, is intended to naturally calm traffic and reinforce pedestrian priority. This approach is illustrated in the engineering roads layout, and architectural and landscape drawings.

Figure 1.9 Example of Street Surfaces

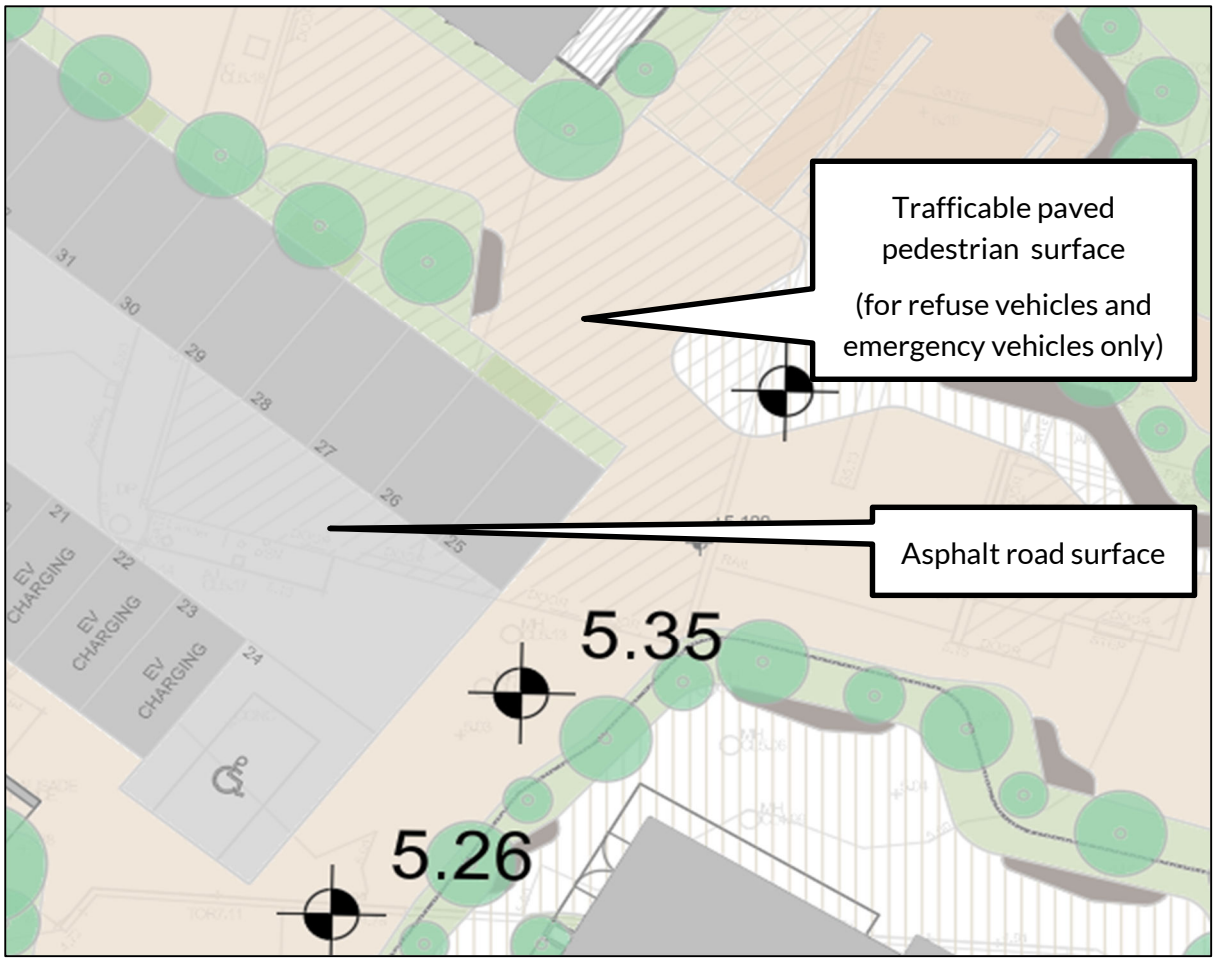
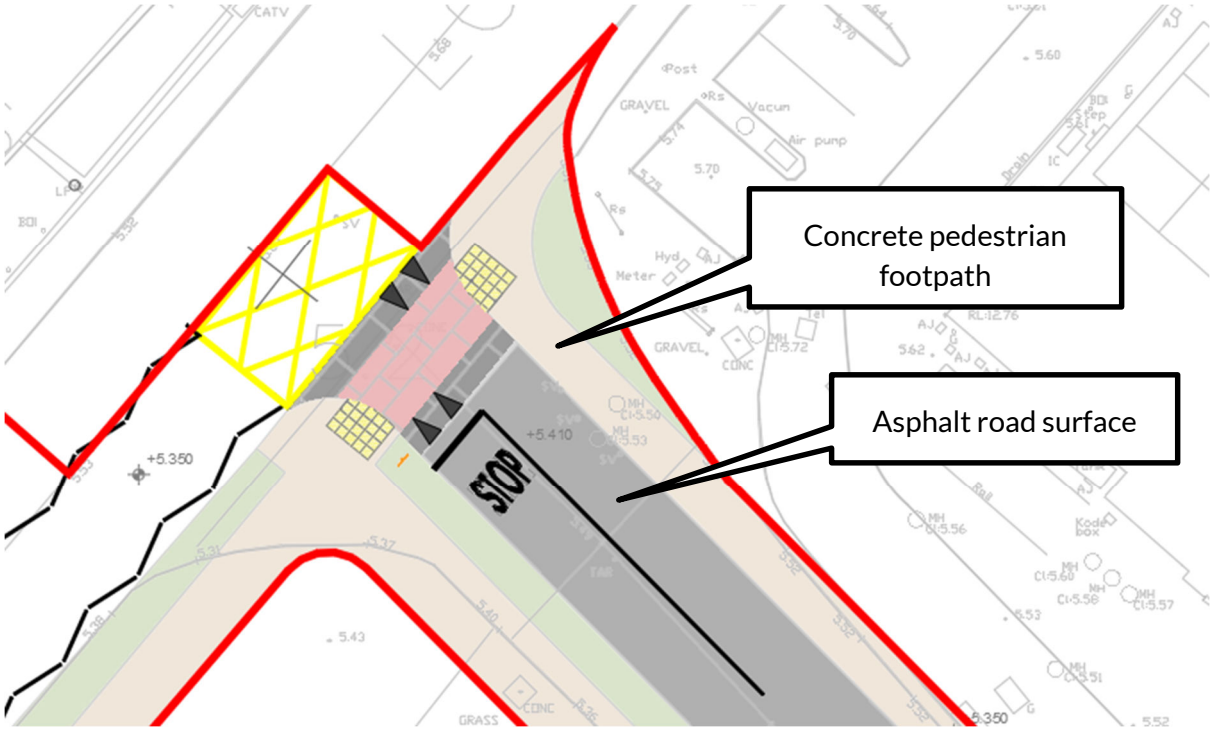


Figure 1.10 Example of Raised Pedestrian Crossing



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.

Discussions were held with Galway City Council and feedback received during these meetings was brought through to subsequent revisions of the site layout. 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 Council'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.

www.tobin.ie