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APPENDIX 15-5

DESIGN MANUAL FOR URBAN AND STREETS (2019)

TOBIN

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Kingston Stables Ltd.

Residential Development at Kingston, Knocknacarra, Galway.

LRD West

Design Manual for Urban Roads and Streets (2019)

BUILT ON KNOWLEDGE

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Contents

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1. INTRODUCTION 1

1.1 DMURS (2019) Design Principles 2

1.1.1 Design Principle 1: 2

1.1.2 Design Principle 2: 5

1.1.3 Design Principle 3: 7

1.1.4 Design Principle 4: 8

List of Figures

Figure 1 Site Location (Microsoft Bing) 2

Figure 2 Proposed site entrance to existing bus stop north of the development. 4

Figure 3 Nearest bus stop south of the development. 5

Figure 4 Example of in-curtilage and visitor parking within the proposed development. 6

Figure 5 Cycle time from the development to Galway City centre (Google Maps) 7

Figure 6 Example of tactile crossing, surface changes and road buildouts. 8

1. INTRODUCTION

RECEIVED: 05/08/2026

TOBIN were appointed by Kingston Stables Ltd. to provide engineering consultancy services for a proposed Large Residential Development (LRD) at Kingston, Knocknacarra, Galway, off the Western Distributor Road in Knocknacarra. The site development description is as follows:

Planning permission is sought by Kingston Stables Limited for development of a Large-Scale Residential Development (LRD) for a 10-year planning permission, on a site which extends to 2.9 ha on lands located at Rahoon, Knocknacarra, Galway.

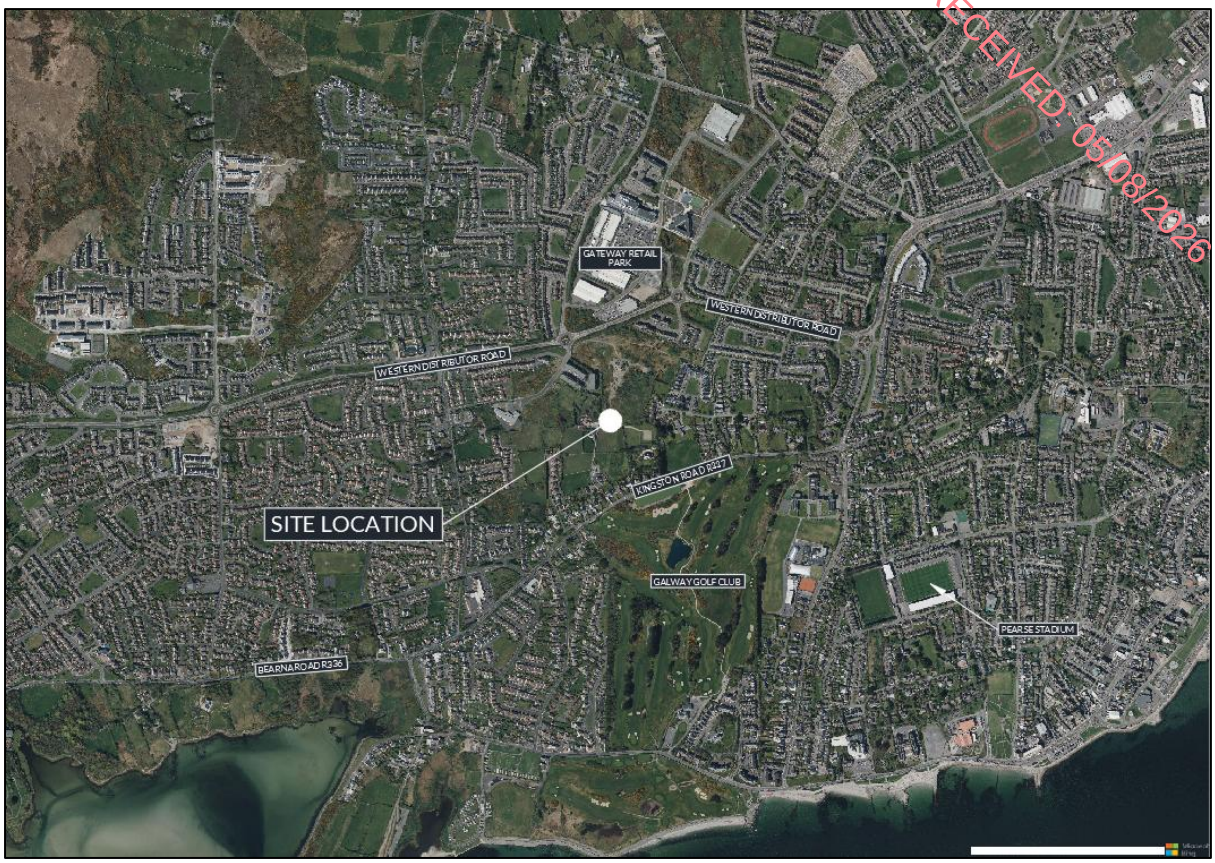
The proposed development will consist of the following:

1. Provision of 133 no. residential units in 2 no. development areas with a mix of duplex and house types on a site area of 2.9 ha. The buildings range between 2 no. and 3 no. storeys in height. The development will comprise the following:
    - 51 no. 3-bed townhouses;
    - 6 no. 4-bed townhouses;
    - 1 no. 1-bed duplex apartments;
    - 1 no. 2-bed duplex houses;
    - 37 no. 2-bed ground floor duplex apartments;
    - 37 no. 3-bed duplex houses.
2. Demolition of existing structures (388 sqm);
3. Vehicular access to the proposed development from a permitted road (Planning Reference 24/60370 refers);
4. Upgrades to the permitted road (Planning Reference 24/60370 refers);
5. Pedestrian and cycle access to the adjacent proposed Kingston Park (ACP Ref: 323873);
6. Conversion and upgrade of an existing structure to a cafe (65.8 sqm);
7. The provision of public open space;
8. The provision of 192 no. bicycle parking spaces;
9. The provision of 143 no. car parking spaces;
10. Public lighting, bin stores, signage, services, 2 no. ground mounted substation kiosks, site landscaping and all ancillary site development and enabling works.

This statement of consistency report confirms that the roads and streets proposed as part of the residential development have been designed in accordance with the principles and guidance as set out in the Design Manual for Urban Roads and Streets (DMURS) 2019.

See Figure 1 for Site Location and the proposed road layouts drawings submitted separately as part of this planning application.

Figure 1 Site Location (Microsoft Bing)



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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 located on lands zoned 'Residential', approximately 4 km west of Galway City Centre. It is predominantly surrounded by greenfield lands, with the exception of several existing dwellings positioned along the southern and southwestern boundaries. To the west, the site adjoins Galway City Council–owned lands, which are currently the subject of a planning application (Ref. ACP-323873) for a rugby pitch, associated car parking, and a community building. To the north, the site will integrate with a permitted development comprising a swimming pool and road upgrades (Ref. 24/60370), which will facilitate improved access and open the surrounding lands for future development. To the east, the site borders lands that are currently proposed to develop a Large Residential Development (LRD), (Planning Reference LRD 02/26 Kingston Stables – Phase 2).

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 with consideration of the adjoining developments and surrounding areas.

The application proposes a residential development in an area with strong links to the adjacent developments, recreational and amenity zones in line with the assigned zone in the Galway City Development plan.

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The objective of this zoning is to 'protect the character of these areas by ensuring new development has regard to the prevailing pattern, form and density of these areas and to protect the characteristics of these areas through development standards and guidelines'.

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 residential scheme are as follows:

- Create a series of strong links to the adjacent amenities including the local Gateway Shopping Centre and local National School.
- Ensure the layout and design allow for pedestrian permeability for access to recreational areas for all residents including green areas for walking and to tie in with the Active Travel Scheme proposed for the surrounding area.
- Ensure 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 2019 and the layout for the proposed housing scheme has been carefully developed to provide residential clusters with open public spaces.

The street networks within the development have been designed to maximize connections in the development. Upon completion, there will be multiple safe pedestrian connectivity points to the adjoining boundaries of the development.

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, cyclists and pedestrians.

From the existing road network surrounding the site there is 1no. vehicular accesses proposed for the development. Due to its large scale, the site is further divided into clusters of units which will each have their own internal road access.

Vehicular access is proposed from an existing roundabout on the Western Distributor Road, off the southern arm junction. Due to the large scale of the Masterplan development, upgrade works to the southern arm junction have been permitted by Galway City Council (Planning Reference 24/60370). Currently the junction services Altan, an existing residential development, and Knocknacarra National School. The permitted road layout, (Planning Reference 24/60370), amends the alignment of this road to have the access to the proposed development as the major road, with the school access being the minor road. Discussions have been held with Galway City Council to include arrangements to tie in with the Active Travel Scheme proposed for the area.

There are additional pedestrian and cyclist linkages proposed around the development which encourages permeability and promotes sustainable modes of transport. As per the permitted road layout, (Reference 24/60370), it is proposed to extend Millers Lane in the northeast corner of the development connecting to all areas of the site.

The site is also very close to surrounding bus networks. The closest bus stops are a 2/3-minute walk for the average person, which serves regular connections to Galway City and beyond.

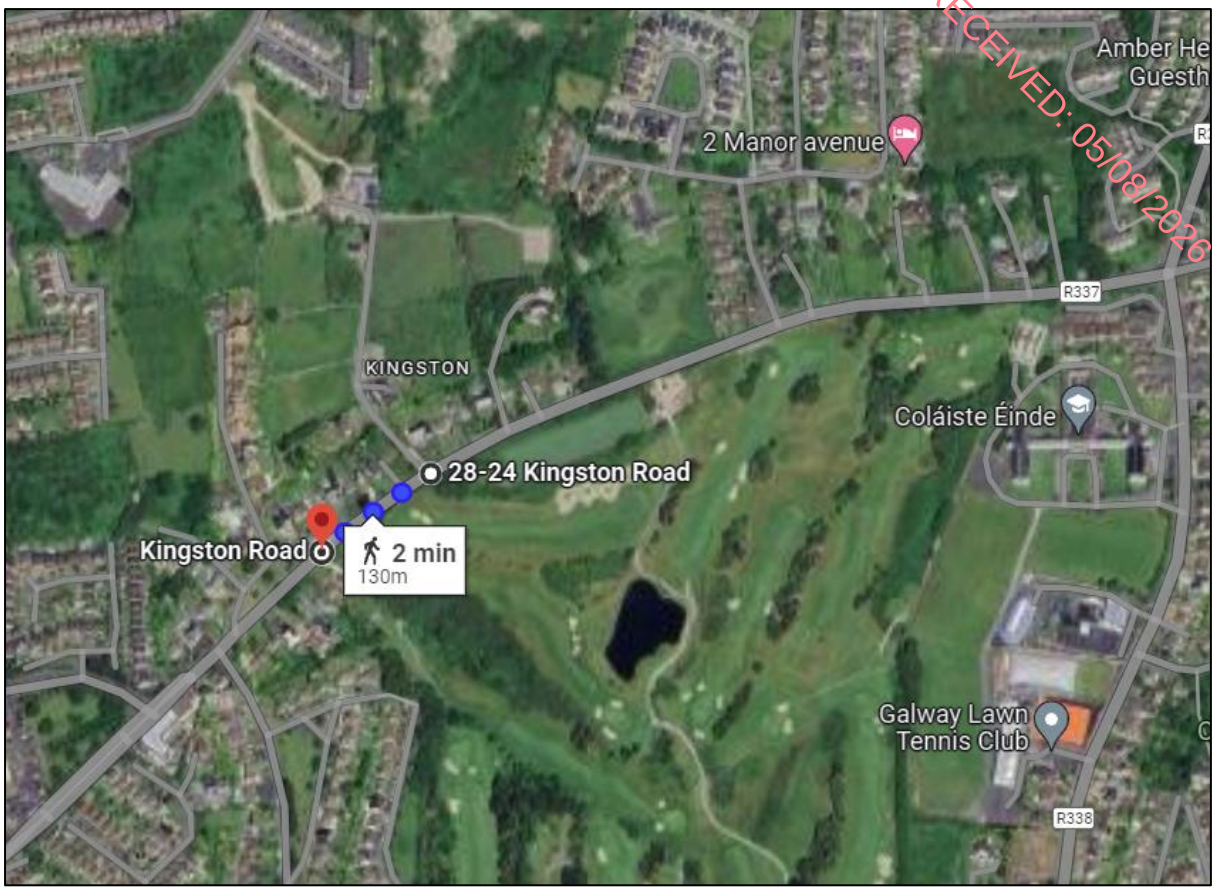
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Figure 2 Proposed site entrance to existing bus stop north of the development



Figure 3 Nearest bus stop south of the development.

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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, with 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 create 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, where needed, as identified in Section 4.3.5 of the DMURS document. A speed limit of 20 to 30km/h is proposed for the development, with self-regulating traffic calming measures, particularly at and within 'Homezone' areas which ensure speeds are kept well below that threshold where desirable.

There is provision proposed for 143 car parking spaces in total for the proposed development which includes 'in-curtilage' parking for residents and visitors. This has been specifically designed to align with homeowners' preference to have their private vehicles positioned within the limitations of the individual site ownership and to avoid a sense of over-dominance associated with having most of the parking located on street. There is adequate visitor parking throughout the site also. This was purposefully designed to always allow sufficient car parking spaces during the day/night.

Figure 4 Example of in-curtilage and visitor parking within the proposed development.



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Pedestrians can gain access to all areas of the proposed development by way of Pedestrian only footpaths, 'Homezone' areas and a 3m wide Active Travel Facility, through the linear green open space, for pedestrians and cyclists which will form part of the active travel scheme in the area. These along with uncontrolled crossings will result in a continuous pedestrian route from all locations within the proposed development to other local amenities.

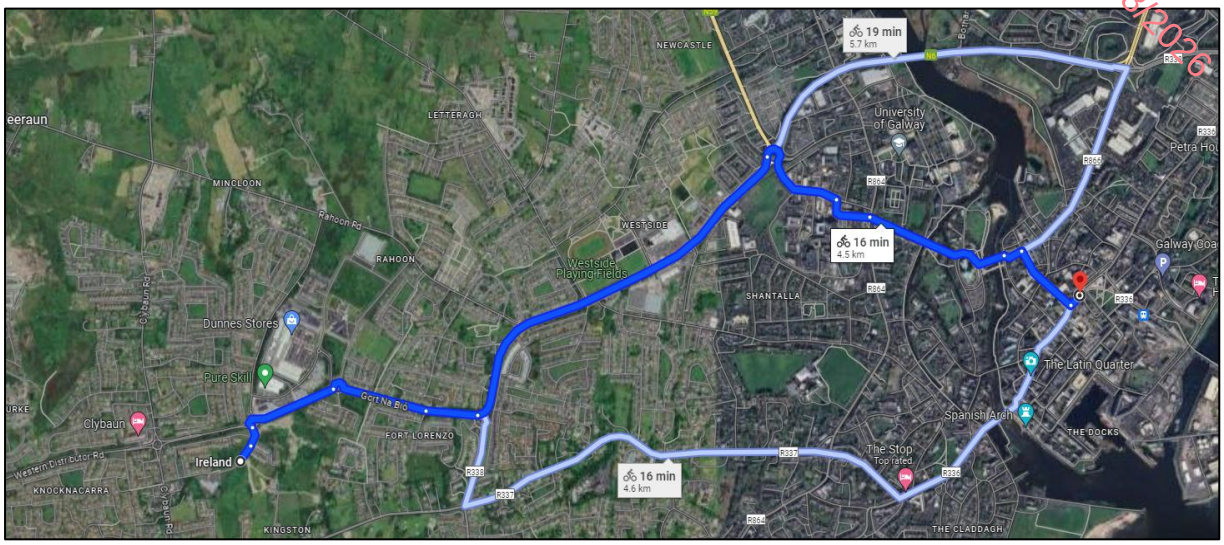
In accordance with section 4.3.5 of DMURS, which refers to the Cycle Design Manual, this proposed development promotes cycling as a sustainable form of transport and seeks to rebalance design priorities to promote a safer and more comfortable environment for cyclists.

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 4km to the east of the proposed development. This represents a 15/16-minute cycle time for the average cyclist from the proposed development. The Gateway Shopping Park is located only 700m from the proposed development boundary, which is approximately a 9-minute walk

or 3-minute cycle, where a whole host of amenities are available to the future residents and visitors.

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Figure 5 Cycle time from the development to Galway City centre (Google Maps)



1.1.3 Design Principle 3:

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

'Homezone' areas within the proposed development promote lower speeds in addition to providing suitable crossing points for pedestrians. As identified in Section 4.3.4 of DMURS, 'Pedestrianised and shared surfaces are an effective way of promoting place and providing pedestrians and cyclists with a more enjoyable experience.

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a width of 1.8m-2m width in accordance with DMURS guidelines. Pedestrian footways adjacent to the carriageways are 1.8m-2m wide with footways also meandering through the open spaces. There is a 3m wide active travel facility route proposed as part of the active travel scheme also through the open space of the development linking to the proposed active travel routes in the sites adjacent.

Road widths throughout the development are predominantly 5.5m wide, narrowing to 4.8m wide in the proposed 'Homezone' and shared surface areas, in accordance with the guidance in DMURS (2019) section 4.4.1. Refer to the Roads Layout drawings which illustrates the proposed crossing locations throughout the site. An example is illustrated in Figure 6.

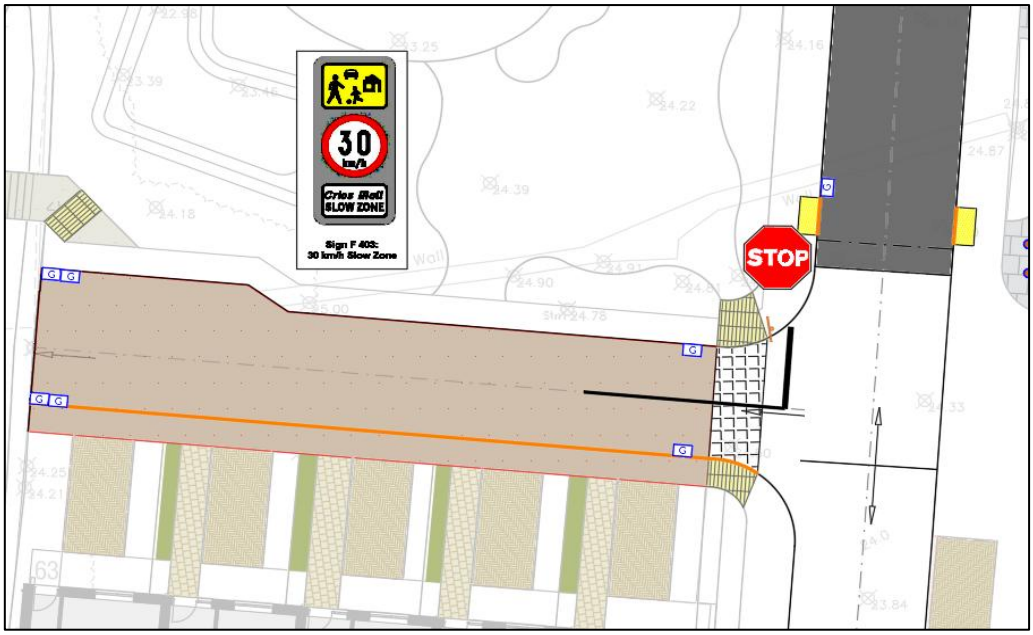
DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrian and cyclists within a street. The internal layout of the proposed development incorporates several design features such as distinctive surface materials and colours which will establish a sense of place while increasing overall safety by providing a shared surfacing for all road users. The inclusion of shared vehicular and pedestrian areas and the abundance of strategically positioned planting/vegetation will also lower vehicle speeds throughout the development and give the pedestrian a sense of priority. For a comprehensive

illustration refer to the road layout drawings and the landscape architect's drawings that have been submitted separately as part of this planning application.

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Strategically placed planting is known to have a positive effect on drivers to help reduce speeds through residential areas and this philosophy has been adopted during the detailed landscaping design. Refer to the Landscape Designers master plan drawings and/or the roads layout drawings (submitted separately as part of this application) for illustration of strategically proposed buildouts which aim to maintain low-speed environments along roads that might otherwise permit higher speeds.

Figure 6 Example of tactile crossing, surface changes and road buildouts.



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 housing development has been carried out taking into account considerations from many disciplines including Town Planning, Architecture, Landscape Architecture, Engineering, and the Environment specialists.

The design team have progressed through several iterations of the layout in line with comments received from each discipline while also taking into consideration comments received from Galway City Council to arrive at a solution which meets the guidance outlined in the DMURS.

Discussions were held with Galway City Council during preplanning meetings and feedback received during the 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 and considers relevant plans and policies.

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