

**Proposed Residential Development
At Moneyduff, Oranmore,
Co. Galway
For
Arlum Ltd.**

Statement of Consistency with Ministerial Guidance

Design Manual for Urban Roads and Streets (2013)

Rev E

March 2019



Statement of Consistency with Ministerial Guidance – Design Manual for Urban Roads and Streets (2013)

PROJECT: Proposed Residential Development at Moneyduff, Oranmore, Co. Galway

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DOCUMENT AMENDMENT RECORD

Client: Arlum Ltd.
Project: Proposed Residential Development at Moneyduff, Oranmore, Co. Galway
Title: Statement of Consistency with Ministerial Guidance – DMURS (2013)

PROJECT NUMBER: 10402				DOCUMENT REF: 10402-TR02			
Revision	Description & Rationale	Originated	Date	Checked	Date	Authorised	Date
E	Minor Updates	FG	02.04.19	BR	03.04.19	BH	03.04.19
D	Inserting Updates	FG	19.03.19	BR	19.03.19	BH	19.03.19
C	Planning Issue	RD	13/06/18	BR	13/06/18	BH	13/06/18
B	For Comment	RD	05/06/18	BR	06/06/18	BH	07/06/18
A	Draft Issue	RD	19/04/18	BR	20/04/18	BH	20/04/18

TOBIN Consulting Engineers

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1 INTRODUCTION

TOBIN Consulting Engineers were appointed by Arlum Ltd. to provide design consultancy services for a new Residential Development at Moneyduff, Oranmore Co. Galway in December 2017. As part of these services, TOBIN were required to provide a statement of consistency with Ministerial Guidance in relation to the *Design Manual for Urban Roads and Streets (DMURS) 2013*.

This statement of consistency confirms that the roads and streets proposed as part of the Residential development in Moneyduff, Oranmore, Co. Galway have been designed in accordance with the principles and guidance as set out in the *Design Manual for Urban Roads and Streets (DMURS) 2013*.



Fig 1.0 – Proposed Development layout

1.1 DMURS (2013) Design Principles

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 majority of the proposed site is situated within the zoned 'Residential' (Phase 1) in the Oranmore LAP 2012-2021. The western most section of the proposed development is zoned 'Open Space/Recreation and Amenity'. The overall proposed layout of the development has adhered to the restrictions in the *Oranmore* LAP by ensuring the residential areas area located within the designated zoned 'Residential' Area and the parkland section of the development is located within the zoned area 'Open Space/Recreation and Amenity'.

The proposal is for sustainable residential development with linkage to the adjacent developments and some in line with the above plan. The residential use and associated open space provided will complement the current residential developments surrounding the site

The layout for the proposed housing scheme has been carefully developed to provide smaller residential clusters which centre around public open spaces. Additionally, the proposed development has integrated the existing Moneyduff Castle ruins into the design and layout of the scheme. The castle, with its 20m exclusion zone, is located in the public open space to serve the residential units to the southeast section of the site. This integration will provide a focal point for the residents and maintain the cultural heritage of the areas while successfully allowing the surrounding development to be incorporated.

The street networks within the development have been designed to maximise connections between local areas and services. Upon completion, there will be a safe pedestrian connectivity to Oranmore town centre. (See Fig No. 2 Below) 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 networks that is generally curvilinear in nature.

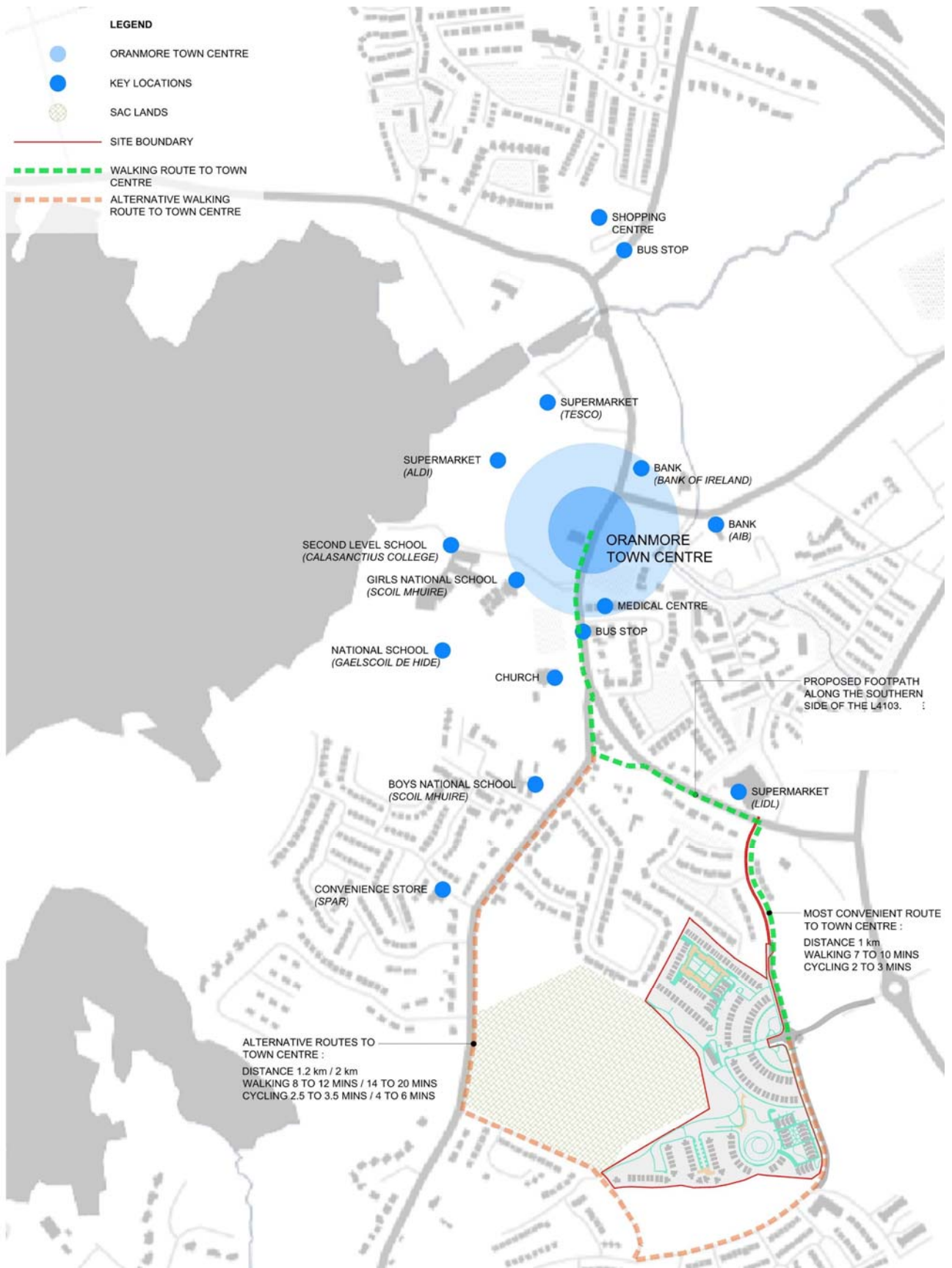


Fig 2.0 – Route to Oranmore Town Centre

Access to the proposed development is to be facilitated via the road infrastructure proposed as part of an adjoining committed development, as already permitted. The development, including the road network infrastructure, has previously been granted planning permission under Galway County Council (GCC) Planning Reference 09/1925 and as extended under GCC PI. Ref. 15/1334.

The proposed road infrastructure of the adjacent development will comprise the construction of a New Link Road, from the existing road network infrastructure of the Coill Clocha Housing in the North, to the Orancourt / Oranhill Housing Estate in the South. In addition, a link road from the N67 Rocklands Roundabout Junction to the East is proposed across the adjacent greenfield site, to the applicant site, linking with the proposed North South Link Road as detailed in Fig 3.0 below.

Under Planning Reference 09/1925 and as extended under GCC PI. Ref. 15/1334, the proposed road network infrastructure was conditioned to include the upgrading of the proposals for the inclusion of dedicated Pedestrian and Cycle Facilities. This detail has been agreed with Galway County Council Roads Dept and incorporated into the designs after consultation with Galway County Council Roads Dept. The agreed detail was submitted under pre-development conditions No's 4 and 10 of PI. Ref. 09/1925 as extended under PI. Ref 15/1334 and confirmation of compliance received (GCC letter dated 21.06.2018).



Fig 3.0 – Development showing Link Roads

The predominant route for vehicular access to the local amenities shall be via the link road to the east which adjoins the existing Rocklands roundabout on the N67 Oranmore to Clarinbridge route. Adjustments have been made as per pre-development conditions under PI. Ref. 09/1925 and as extended under GCC PI. Ref. 15/1334, in consultation with Galway County Council Roads Dept, to the proposed roundabout at the site access. Details has been enhanced to meet current requirements in so far as possible and in order to tie in with the existing infrastructure on the adjacent Coill Clocha and Oranhill developments.



Fig 4.0 – Proposed Roundabout layout



Fig 5.0 – Proposed Pedestrian Layout

In accordance with Section 4.8.2 of National Cycle Manual, cycle lanes should not be included in the circulating section of roundabouts. Cyclists should either mix with traffic on roundabouts in a single circulating lane (i.e. cycle logos in traffic lane, no cycle lane) or else segregated from traffic by physical means. The arrangements at the roundabout were adjusted under the submission on pre-development conditions of planning (PI Ref 09/1925 as extended under 15/1334) in order to address the above, all of which was agreed with GCC Roads Dept, refer to Fig 4.0 for roundabout cycle layout and Fig 5.0 for pedestrian layout near the permitted roundabout

The main pedestrian and cyclist access route to the proposed development from nearby Oranmore village centre will be via the Coill Clocha residential development to the north. Pedestrians shall utilise the existing pedestrian arrangements within the Coill Clocha housing development which will connect to the newly constructed pedestrian pathway along the link road and throughout the proposed development. This will result in a continuous pedestrian route from all locations within the proposed development to Oranmore town centre from Stage 1 of this development

The applicant has made a representation to Galway County Council in relation to the provision of a new footpath on the L4103, Old Limerick Road, to ensure residents living in the proposed development have access to a continuous footpath to Oranmore town centre. Due to resource constraints, the provision of a new footpath is not currently on the Galway County Council road programme. However, in correspondence dated 22nd June 2018, the local authority has set out the following options to deliver the footpath:

- A) In the event of a grant of permission on the proposed scheme, Galway County Council will seek a developer contribution towards the development of the footpath from Arlum Ltd; or
- B) Galway County Council would consider entering into an agreement with Arlum Ltd for the applicant to provide a footpath on behalf of Galway County Council.

It is noted that the hard shoulder on the southern side of the L4103 is at least 3 metres in width and Galway County Council have confirmed in correspondence that the requisition of lands would not be required to facilitate the provision of a new footpath. Galway County Council have estimated that the cost of providing this footpath is less than the Part VIII Planning threshold, therefore they would not require planning permission to implement the proposed footpath.

Refer to Figures 2.0, 5.0 and 6.0 for proposed pedestrian connections.

A secondary pedestrian and cyclist route is also provided to the south of the link road permitted under PI. Ref. 15/1334. This allows users to access Oranmore village and the Maree road via the existing Oranhill housing estate.

The main site access is from the N67 via extant planning permission on the adjacent land. The N67 in turn connects to the M6 Motorway and M17/M18 Motorway. Therefore, the site location allows for connectivity to the Irish Roads Network across the country

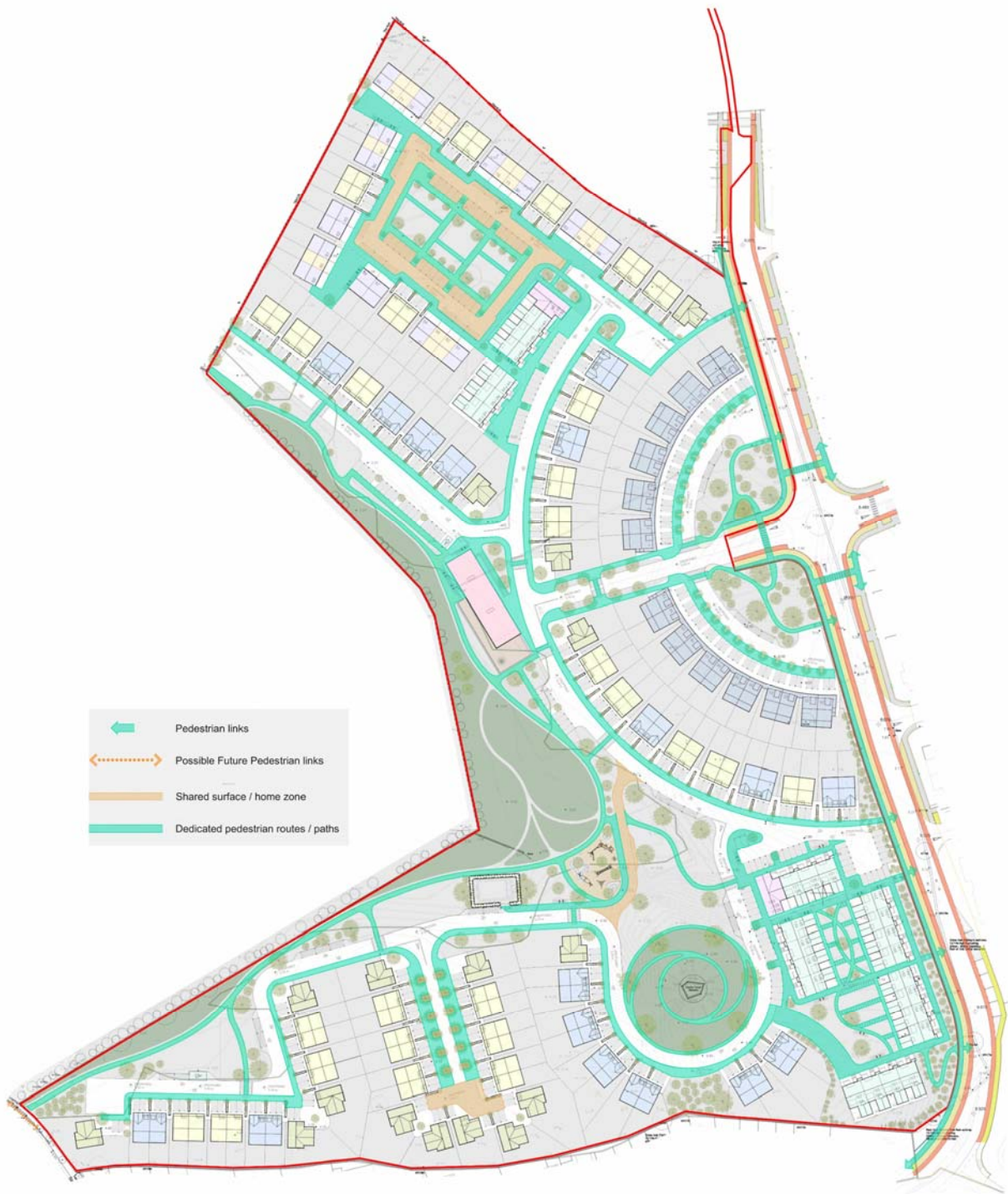


Fig 6.0 – Development showing Walking Routes On-Site

Design Principle 2:

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

The road network design throughout the proposed development consists of short, mainly curved 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.

While the development allows for a degree of on-street parking, the main form of parking for homeowners in the development shall be 'in-curtilage'. 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 feeling of over dominance associated with having the majority of parking located on-street. Figure 7.0, 8.0, 9.0, 10.0 and 11.0 below illustrates the variety street surfaces, crossing details and locations and housing zone areas etc and therefore demonstrates the hierarchy of street users.



Fig 7.0 – Proposed Development

Design Principle 3:

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

Vertical deflections or raised crossing areas have been positioned throughout the proposed development at specific considered locations to promote lower speed limits in addition to providing suitable crossing points for pedestrian at-grade. These raised crossings shall provide the pedestrian with a sense of priority over vehicular movements at these interfaces. While footways adjacent to the roads have been provided through the development, a further independent network of footways is included through the open spaces away from vehicular routes.



Fig 8.0 – Proposed Pedestrian Crossing - Typical Detail

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a min width of 2.0 m wide in accordance with DMURS 2013 guidelines. Pedestrian footways adjacent to the carriageways are min 2.0m wide with the footway meandering through the open spaces 1.8m wide. The radii have been kept to a minimum in accordance with the guidance in DMURS (2013). Road widths throughout the development are predominantly 5.5m wide (with main spine route entering the development 6.5, wide and the local road at the south of the site 5.0m wide) in accordance with the guidance in DMURS (2013) section 4.4.1. The shared paved access road adjacent to the playground has a maximum width of 3.7m. The 3.7m wide road, with paved surfacing, has been designed to discourage drivers from utilising this route as a means to access the main entrance of the development.



Fig 9.0 – Proposed Pedestrian Crossings On-Site (Locations Shown in Orange)

DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrian and cyclists having dominance within a street. The internal layout of the proposed development incorporates a number 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 surfacing for all road users. The inclusion of a shared paved vehicular and paved areas and an abundance of planting/vegetation will also encourage lower vehicle speeds throughout the development and give the pedestrian a sense of priority. Pedestrian routes from the proposed development to the Oranmore town centre will be between 1.05km and 1.55km in length and will take the average pedestrian between 14 min and 21 min respectively to walk.



Fig 10.0 – Proposed Pedestrianized Area



Fig 11.0 – Proposed Pedestrianized Area

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 in Moneyduff, Oranmore has been carried out taking into account considerations from many disciplines including Town planning, architecture, landscaping architecture, Engineering, environmental, conservation and heritage 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 County Council and An Bord Pleanala to arrive at a solution which meets the guidance outlined in the DMURS. The resulting layout provides a development of high standard which incorporates spatial requirements and takes into account relevant plans and policies.

Therefore, we are satisfied that the now proposed design addresses all issues raised by the various disciplines and meets the requirements / guidance of DMURS.

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