



Alber Developments Ltd.
Residential Development, Rosshill, Galway
Statement of Consistency with Ministerial Guidance

Design Manual for Urban Roads and Streets (2019)



Residential Development, Rosshill, Galway

Statement of Consistency with Ministerial Guidance DMURS (2019)

Document Control Sheet	
Document Reference	10690
Report Status	Planning
Report Date	May 2021
Current Revision	P02
Client:	Alber Developments Ltd
Client Address:	1 st Floor, Fairgreen House, Fairgreen Rd, Galway, H91 AXK8
Project Number	10690

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Revision	Description	Author:	Date	Reviewed By:	Date	Authorised by:	Date
D01	Draft Planning Issue	EC/RD	26/01/2021	RD	26/01/2021	BH	26/01/2021
P0	Stage 2 Planning Issue	RD	04/02/2021	BH	04/02/2021	BH	04/02/2021
P01	Stage 3 Planning Submission	MN	07/05/2021	MG	12/05/2021	BH	12/05/2021
P02	Issued for Planning	MN	17/05/2021	SH	17/05/2021	BH	17/05/2021

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1 INTRODUCTION

TOBIN Consulting Engineers were appointed to provide design consultancy services for the proposed residential development at Rosshill, in Galway City (Figure 1.1). 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) 2019*.

Planning permission is sought by **Alber Developments Ltd** for development on a site extending to 4.704 hectares on lands to the south of Rosshill Road, west of Rosshill Stud Farm Road.

The development will consist of:

1. Construction of 102no. residential units comprising of 35 apartments and 67 houses:
 - 4no. Apartment Type '1A' - 1 bed 2 person (1 Storey)
 - 4no. Apartment Type '1B' - 1 bed 2 person (1 Storey)
 - 3no. Apartment Type '1C' - 1 bed 2 person (1 Storey)
 - 11no. Apartment Type '2A' - 2 bed 4 person (1 Storey)
 - 4no. Apartment Type '2B' - 2 bed 4 person (1 Storey)
 - 3no. Apartment Type '2C' - 2 bed 4 person (1 Storey)
 - 3no. Apartment Type '2D' - 2 bed 4 person (1 Storey)
 - 3no. Apartment Type '2E' - 2 bed 3 person (1 Storey)
 - 2no. House Type 'A/A1' - 4 Bed Semi-Detached
 - 8no. House Type 'B/B1' - 3 Bed Semi-Detached
 - 4no. House Type 'C/C1' - 3 Bed End of Terrace
 - 2no. House Type 'C2' - 3 Bed Mid Terrace
 - 2no. House Type 'D' - 2 storey town house - end of terrace - 3 bed
 - 4no. House Type 'D1' - 2 storey town house - mid terrace - 3 bed
 - 2no. House Type 'D2' - 3 storey town house - end of terrace - 4 bed
 - 2no. House Type 'E' - 3 bed Long Semi-Detached
 - 2no. House Type 'F' - 4 bed Long Semi-Detached
 - 3no. House Type 'G' - 2 storey town house - end of terrace - 3 bed
 - 6no. House Type 'G1' - 2 storey town house - mid terrace - 3 bed
 - 3no. House Type 'G2' - 3 storey town house - end of terrace - 4 bed
 - 1no. House Type 'H' - 3 Bed Semi-Detached
 - 1no. House Type 'H1' - 3 Bed Semi-Detached - Double front
 - 8no. House Type 'J/J1' - 3 Bed Semi-Detached
 - 4no. House Type 'K' - 3 bed Long Semi-Detached
 - 4no. House Type 'L' - 4 bed Long Semi-Detached
 - 3no. House Type 'M' - 3 Bed End of Terrace
 - 3no. House Type 'M1' - 3 Bed End of Terrace
 - 3no. House Type 'M2' - 3 Bed Mid Terrace
2. Demolition of the existing silage concrete apron (40sqm)
3. Childcare facility (399sqm over 2-storeys) associated outdoor play areas and parking
4. Retail/ Commercial space (188.5sqm) including loading bay.
5. Provision of shared communal and private open space, including play and fitness equipment.
6. Car and cycle parking, including electric vehicle charging points.
7. Provision of all associated surface water and foul drainage services and connections including pumping station.

8. Landscaping, access routes and public art
9. Lighting and associated works
10. Access and junction improvements at Rosshill Road and Rosshill Stud Farm Road
11. Provision of a footpath connectivity link along Rosshill Road and Rosshill Stud Farm Road
12. All associated works and services

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

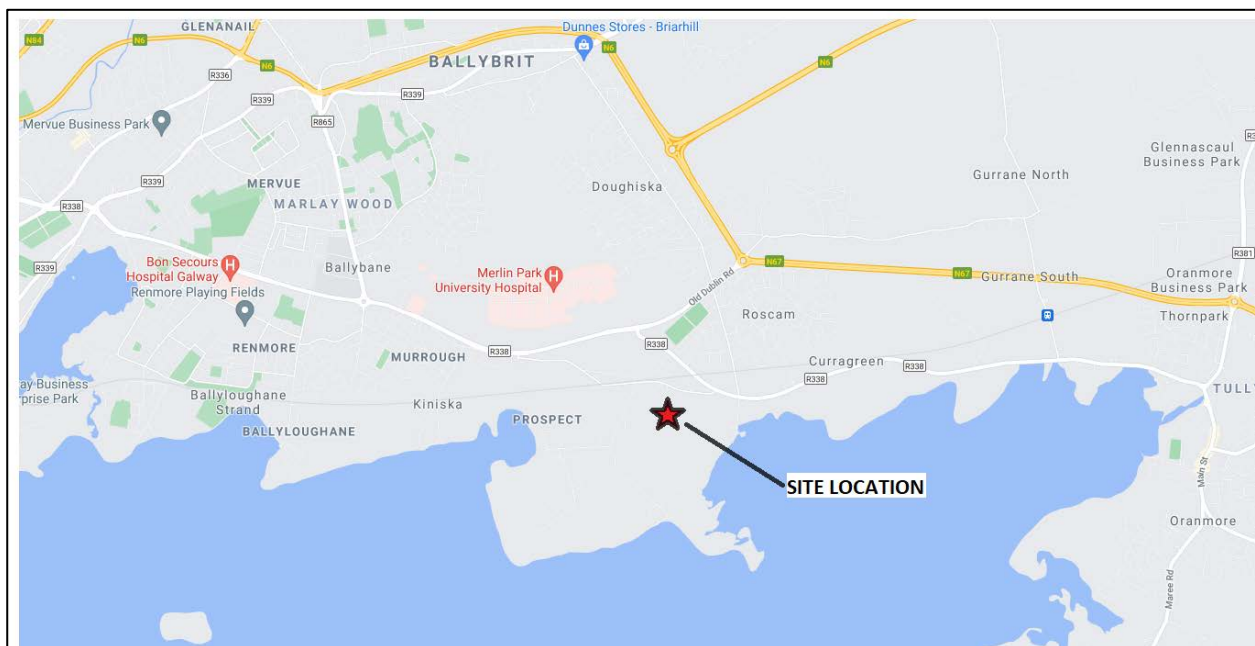


Figure 1.1 – Site Location

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, for the majority, zoned for 'residential' use with a small section of the site boundary extending along the public road to the north of the site. 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 "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 site is currently a green field site, previously in use as a par 3 pitch and putt course, with remnants of a number of old derelict stone sheds located to the centre of the site.

The development proposes to demolish the existing silage concrete apron on site and to develop a sustainable residential development in the area with strong links to the adjacent link roads and recreational and amenity zones in line with the assigned zone in the Galway City Development plan 2017-2023.

The site forms part of a wider for the area under the ownership of the applicant. The extent to which this application pertains is shown outlined in red throughout the documents and drawings included in this application.

The overall site incorporates two locations where future roads, from the zoned lands to the south and west, can be connected which will ultimately increase interconnectivity between the proposed development and any future adjacent development located to the south. One of these connection points is included with this site layout pertaining to the application with the second to be included in future phases within the applicant's ownership lands.

Additionally, the overall masterplan for the area includes provision for possible future cycleway (as outlined in the Galway City Council Development Plan 2017-2023), located in the south west corner of the applicant's ownership. Although outside the site pertaining to this application, it should be noted that with future development of the masterplan area, the current site will also benefit from such an amenity.



Figure 1.2 – Site Connectivity (ONOM Design Statement)

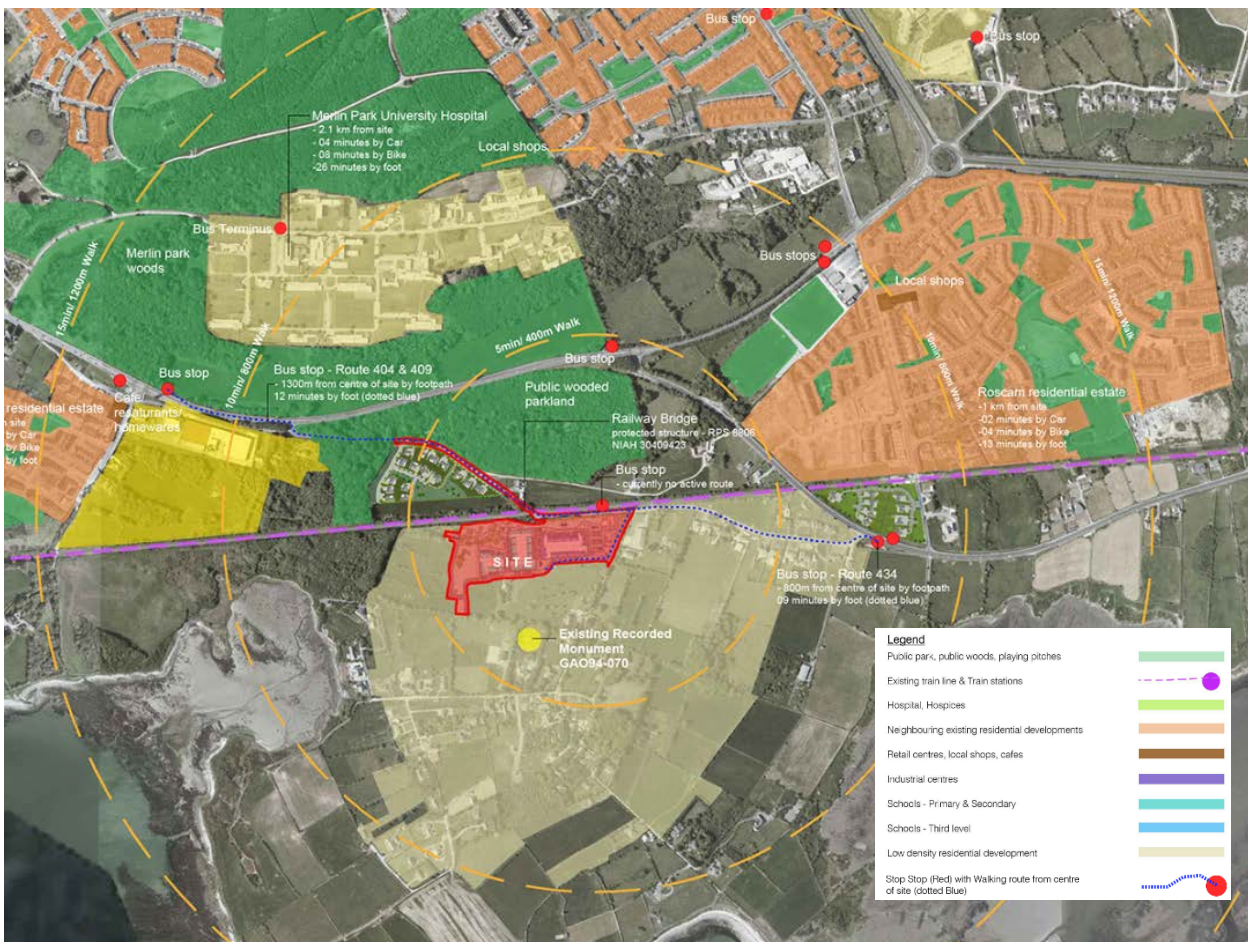


Figure 1.3 – Site Connectivity (ONOM Design Statement)

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

- Create a series of strong links to the adjacent amenities while providing a new local centre along Rosshill Road.
- Provide a new community creche adjacent to the main development entrance to the north east of the site. Keeping in line with the nature of the section of the development, the Creche is located on the north east corner of the site in an area where vehicular movements will be slower and away from the main thoroughfare of the site. A single apartment block and a small retail/commercial unit are located within the proposed homezone area where preference is given to pedestrians.

- The inclusion of Bioswales within the main parking provision for the apartments and creche will reduce the over domination of vehicles associated with carpark while integrating flora & fauna throughout the 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 outdoor gym, green areas for ball games and a significant network of walking tracks.
- Retention of large portions of existing mature trees and vegetation where possible to provide a sense of maturity to the development as a whole and retain its sylvan character.



Fig 1.4 – Example of Bioswale



Fig 1.5 – Example of Bioswale

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 networks within the development have been designed to maximize connections between the existing Rosshill road to the north and a potential future development to the south and west. Weaving pedestrian routes are present along the northern section of the development including interconnection between cul de sacs. This ensures pedestrians living in the cul de sacs can access the main walking routes, creche and commercial units by the shortest route (i.e., along northern boundary) and avoid having to walk back up to the main spine road.

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. The connectivity and permeability are shown in Figure 1.6 below.

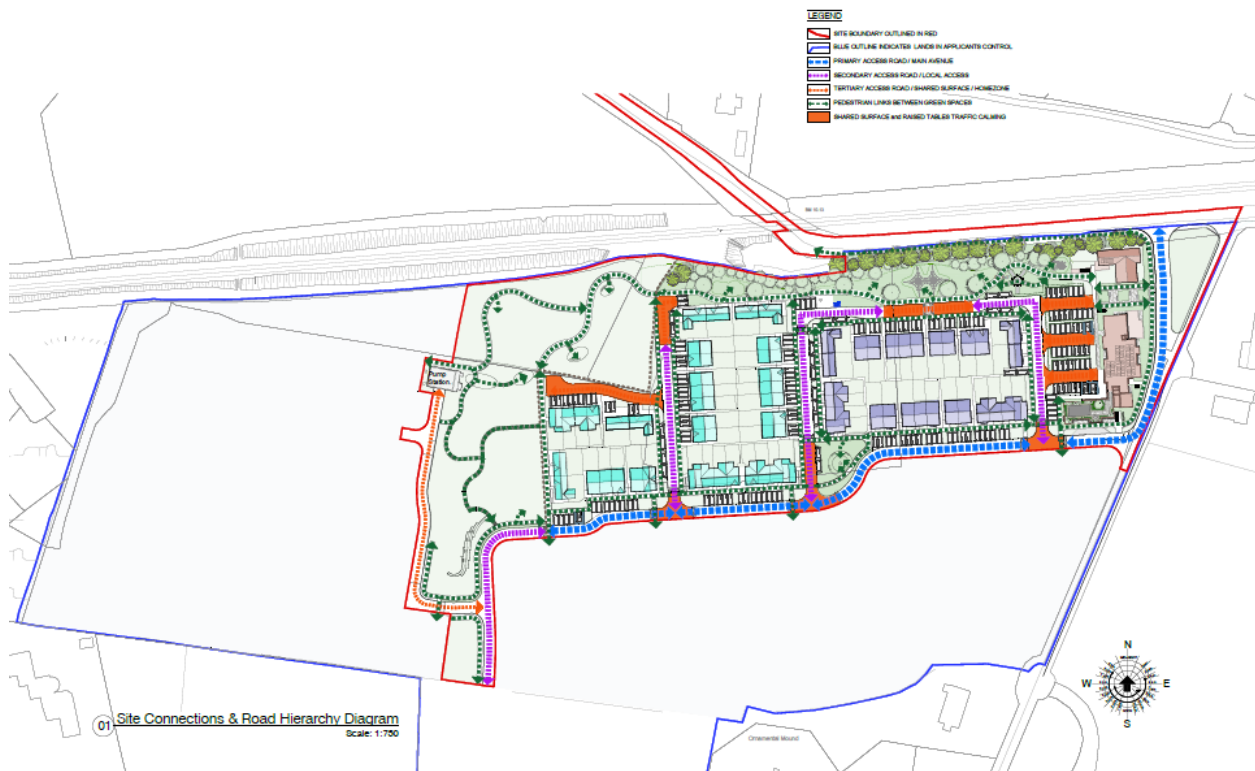


Figure 1.6 – Site Connection routes (ONOM Design Statement)

The main pedestrian and cyclist access route to the proposed development will be from the proposed new entrance off Rosshill road. Once outside the extent of the development, pedestrians shall utilise the existing pedestrian arrangements. It is proposed that footway repairs will be carried out along a section of Rosshill Road to ensure a complete and adequate walking link route is provided up to the main Dublin Road. These proposals are demonstrated in more detail on drawing 10690-2108 & 10690-2109. See Figure 1.7 below for walking distances and bus routes. Similarly, cyclists will utilise the main access route the north east of the site and share the main access roads with vehicular traffic in accordance with section 4.3.1 Mixed/ Shared Streets.

Vehicular access to the site will be via the proposed realigned access route off Rosshill road. Rosshill road connects to the R338 (Coast Road) some 560m to the east of the development entrance and to the R338 (Old Dublin Rd) some 780m to the west of the proposed development entrance.

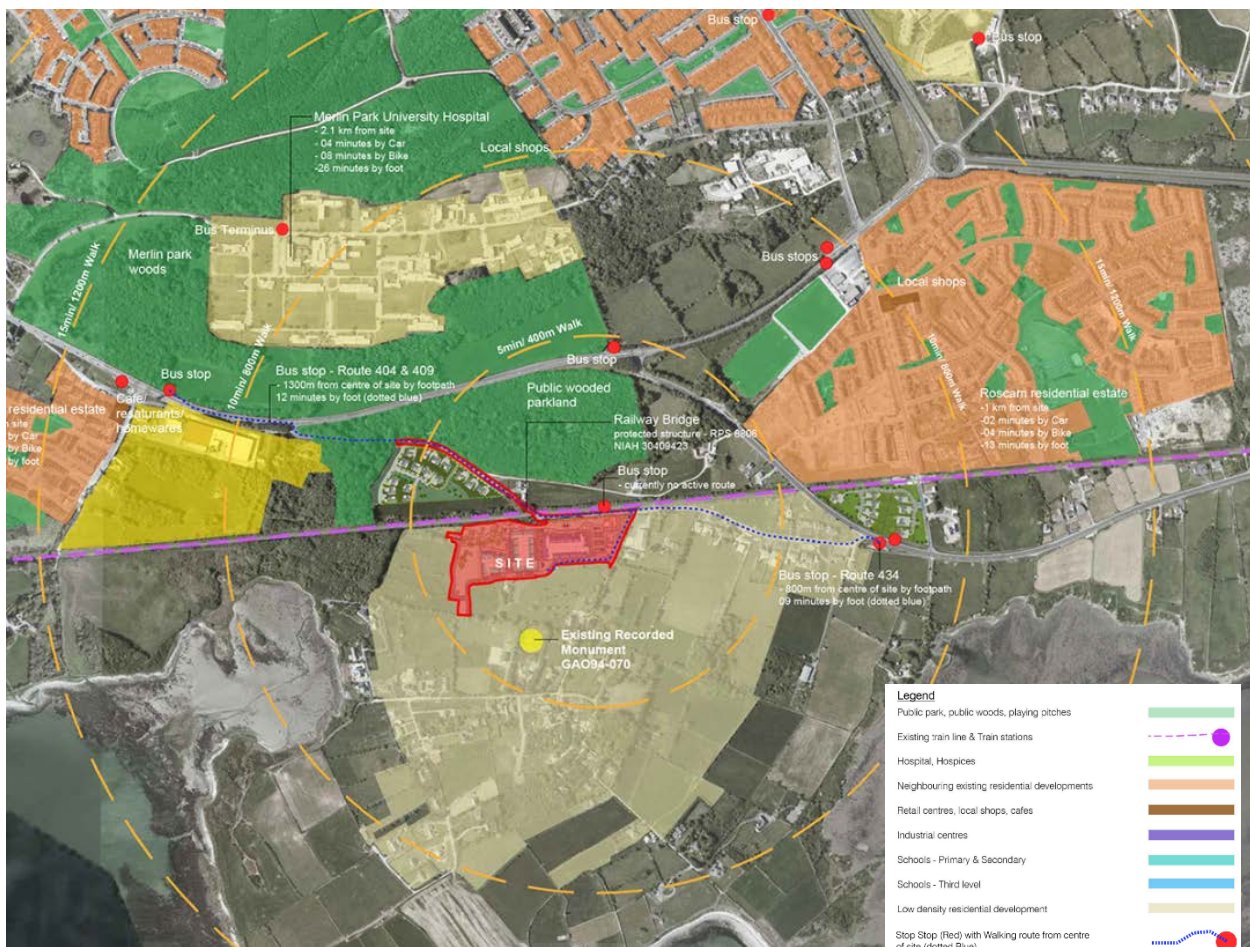


Figure 1.7 – Walk to Bus Stops

The site is organised around a number of large public open space situated mainly along the northern and western extents of the site. All public areas are well serviced by interconnected footways.

The existing large cluster of trees along the western boundary of the site consists of clusters of mature and semi-mature trees providing a sense of place to users while somewhat creating a visual barrier to the Rail infrastructure to the north.

The layout also proposes to retain a portion of the existing dry stone boundary walls which currently runs in an easterly direction from the pumping station before heading north before it reaches the proposed internal access road. This will give a sense to the homeowners of a rural setting while subtly recognising the former use of the site as agricultural lands. For more detail on how this is achieved please refer to the Landscape Design Statement and drawings.

A large number of interconnecting pedestrian routes which run internally and along the Rosshill road to the north ensures it remains well connected to the nearby bus stops which in turn provides good access to local amenities within east of the city and the nearby Merlin area of Galway City.

1.1.2 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 deliberately avoids long, straight stretches of carriageway whereby road users might be able to use higher vehicle speeds. The short, curving roads not only create a passive method for controlling the speed of the vehicular movements throughout the development but also create a pleasing experience for the pedestrians and drivers.

A number of passive speed control measures such as raised junctions, raised pedestrian crossings and changes in surface material are proposed throughout the development. There are 3No. raised junctions at each of the splinter roads servicing the site to ensure slowing of vehicles and pedestrian safety when crossing. There are also 5No. raised pedestrian crossings located at key crossing areas to ensure same. These measures, along with 6 different areas of shared surfaces, create further traffic calming measures throughout the development. This allows easy accessibility for all pedestrians to access all areas of the development.

The development provides a good mix of both on street and 'on-curtilage' parking for residents.

There are in total 183 car parking spaces provided. These are broken down as following:

- 43No. Apartment spaces, including 8 no. visitor spaces
- 7No. creche parking spaces
- 70No. street parking spaces
- 60No. on-curtilage spaces
- 3No. retail spaces – nearby apartment & visitor spaces will be typically free during office hours to allow more parking for retail.
- 9 no. disabled parking spaces provided throughout the development

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 1.8 for a typical example of parallel and perpendicular parking.



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.

Figure 1.8 – Extract from Section 4.4.9 DMURS 2019

Adequate on street parking is provided in close proximity to the apartment block and creche facility in the north eastern corner of the site. This was purposefully designed to allow enough car parking spaces at all times during the day/night. During office hours, typically, a large number of spaces dedicated to the apartment block should free up for the retail and creche to avail off and vice-versa.

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 1.9 illustrates the street surfaces and therefore demonstrate the hierarchy of street users.



Figure 1.9 – Proposed Development with Hierarchy of Street Users (CSR Landscaping Drawings)

Pedestrians, cyclists, and vehicular traffic will be integrated in this proposed development as per section 1.7.1 of the National Cycle Manual (NCM). There are proposed shared surfaces throughout the development to help highlight same, the integration of cyclist & pedestrians onto the road, Figure 1.10.

A total of 240 bicycle parking spaces will be provided throughout the development. 77No. of these are sheltered bike spaces located near the apartment blocks, 9 no. for the creche and 20 no. for the retail to help promote cycling. A total 134No. bicycle parking spaces are private spaces to the rear of each dwelling. Refer to TTA for further details.

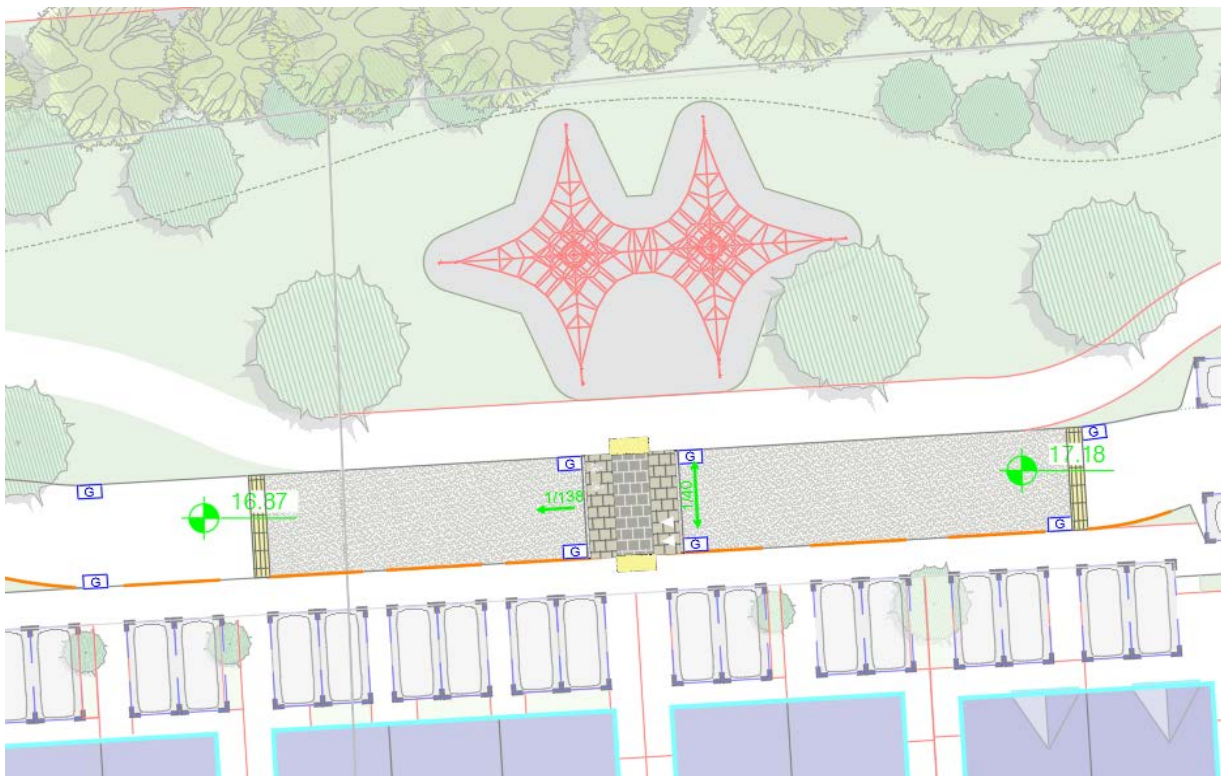


Figure 1.10 - Section of shared surface for pedestrian, cyclist and motorist use

An allowance for designated GoCar Hire Scheme has been catered for within the development to encourage car hire/sharing thus reducing the requirement for individuals to have their own car. A letter of support has been obtained from GoCar and EV charging points are proposed for the apartment blocks with houses having the necessary ducting provided should the residents wish to install an EV point.

All bicycle stores are abutting footpaths or roads for accessibility. A possible bike share location, as part of the Galway bike share scheme is shown adjacent to the commercial development adjacent to the site and will consist of approximately 8 no. spaces. Refer to Figure 1.11 below for a typical example of the bicycle parking area and the possible bike share location. Refer to architect's drawings for the proposed locations of the bicycle parking areas, drawing number 20175 3026.

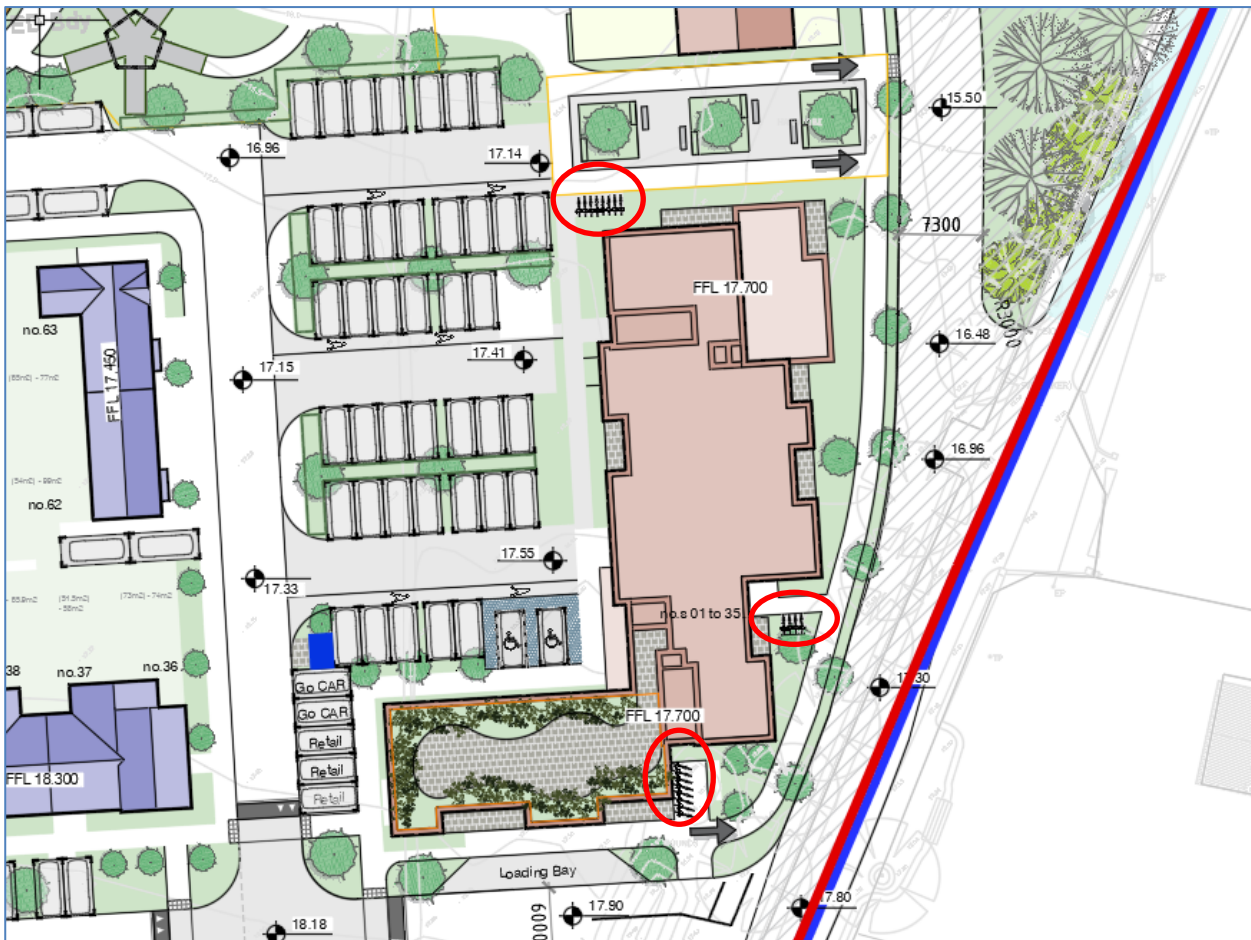


Figure 1.11 – Proposed Possible Bike Share Storage

Pedestrians can gain access to all areas of the proposed development. They can gain access through Rosshill Road and Rosshill Stud Farm Road by way of 2m wide footpaths. The site is served by 2m wide footpaths throughout the development and continuously served with controlled and uncontrolled crossings. This will result in a continuous pedestrian route from all locations within the proposed development and to the other local developments.

In accordance with section 4.3.5 of DMURS, which refers to the NCM, this proposed development promotes cycling as a sustainable form of transport and seek to rebalance design priorities to promote a safer and more comfortable environment for cyclists. To achieve these goals, the NCM recognises the importance of slowing vehicular traffic within cities, villages, and the design advocates many of the measures contained within this manual, such as narrow vehicular carriageways and tighter corner radii.

Figure 4.52 from the NCM (Figure 1.12 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.

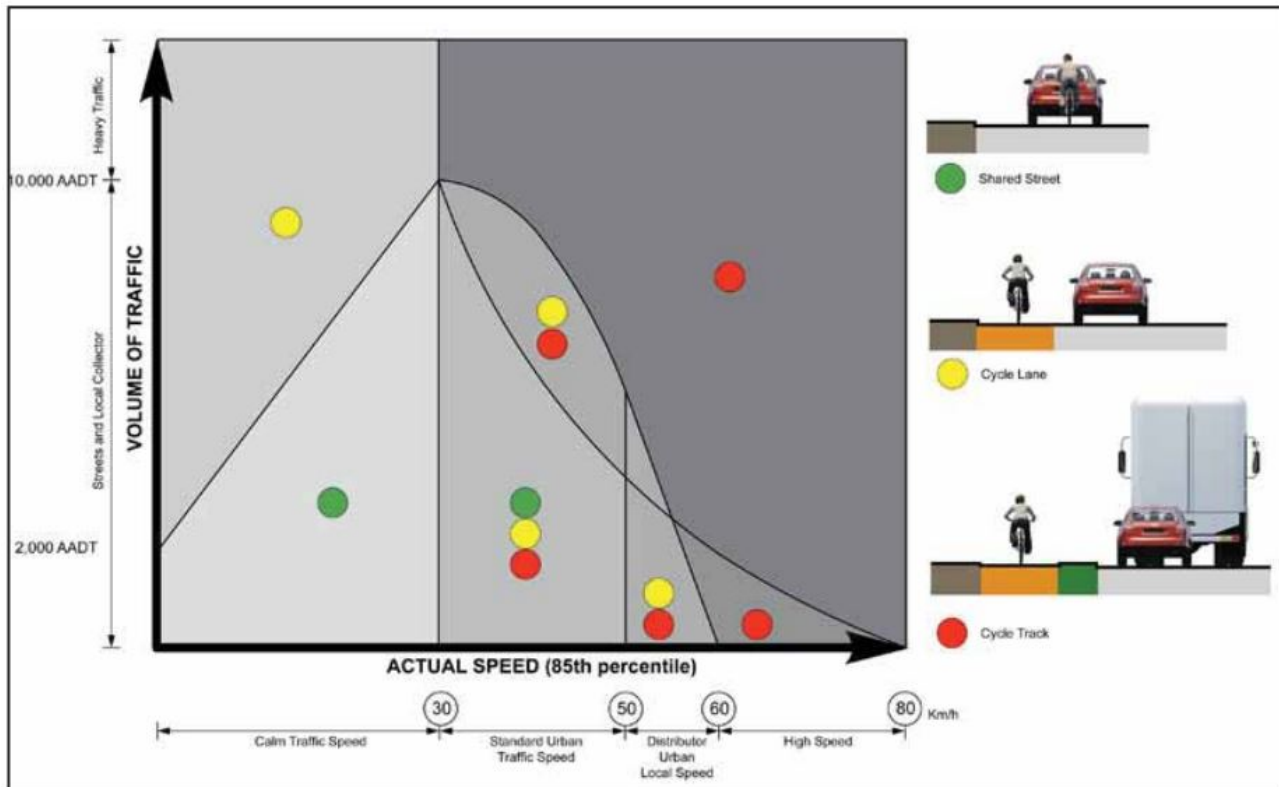


Figure 1.12 – Extract from national Cycle Manual

Therefore, shared cycle and vehicle surface shall be provided within the proposed development in line with the guidelines. For commuter journeys, cycling can be considered as a feasible means of transport for those working within 8km of the development. The city centre is located approximately 5.0km to the West. This represents a 16 - 20 min cycle time for the average cyclist from the proposed estate.

1.1.3 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 reference drawing number 10690-2106 & 10690-2107 for these locations. These raised crossings shall provide the pedestrian with a sense of priority over vehicular movements at these interfaces, reference drawing number 10690-2115 for details. 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 as illustrated on Architectural drawings and Landscaping drawing.

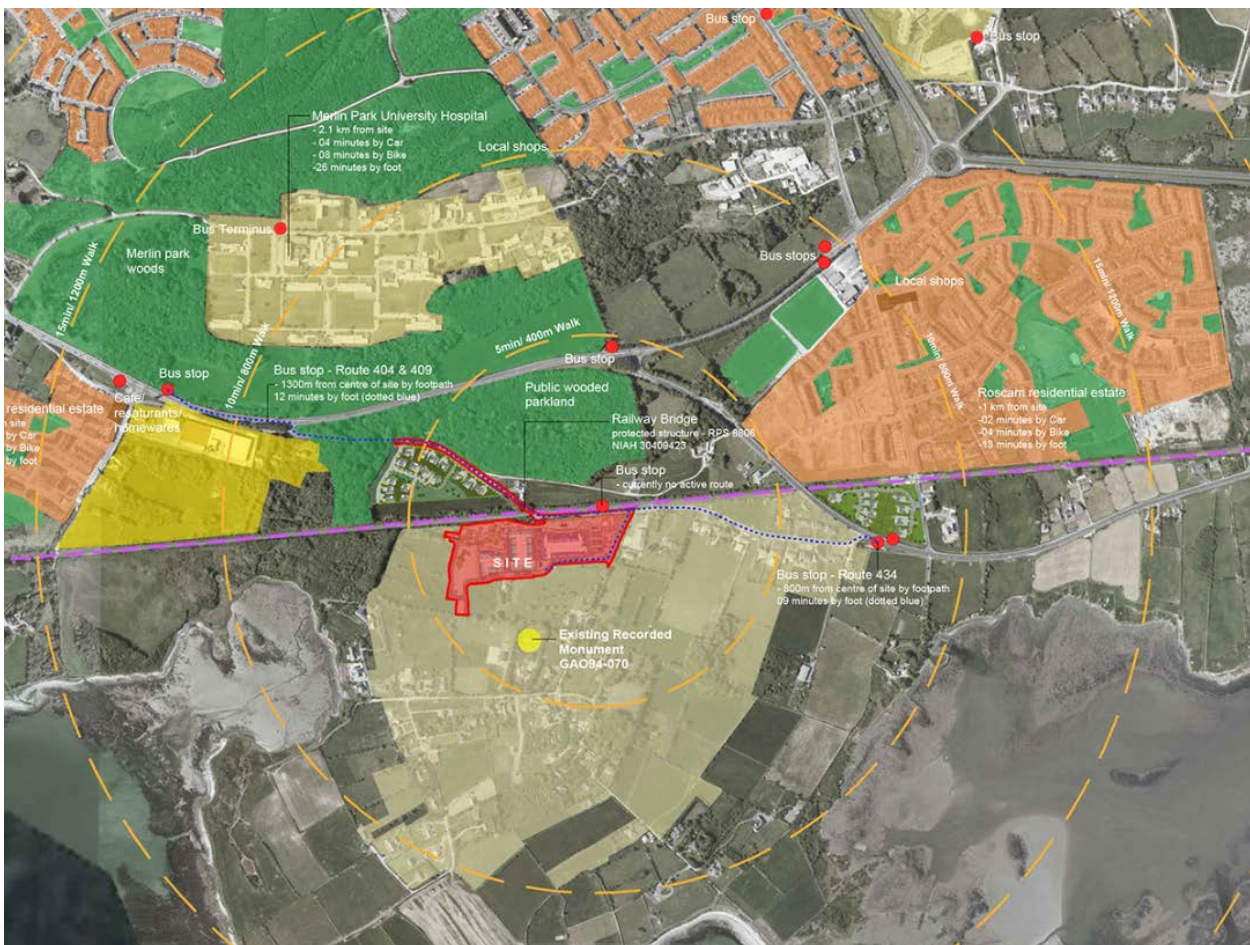


Figure 1.13 - Site Connectivity (ONOM Design Statement)

The pedestrian crossings located throughout the development are strategically positioned along key travel desire lines with the crossings having a minimum width of 2.0 m wide in accordance with DMURS 2019 guidelines. Pedestrian footways adjacent to the carriageways are minimum 2.0m wide with the footway meandering through the open spaces particularly along the northern boundary. Road widths throughout the development are predominantly 5.5m wide with the exception the main entrance adjacent to the creche increase to 6.0m wide (to accommodate the junction) in accordance with the guidance in DMURS (2019) section 4.4.1. Refer to drawing 10690-2106 and 10690-2107 which illustrates the proposed crossing location throughout the site.

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 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 surfacing for all road users. The inclusion of a shared paved vehicular and pedestrian areas and an abundance strategically positioned planting/vegetation will also lower vehicle speeds throughout the development and give the pedestrian a sense of priority as shown in the context of the site in Figures 1.14 – 1.17 below which demonstrates the quality of the pedestrian environment.

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.



Figure 1.14 – Example of raised pedestrian crossing

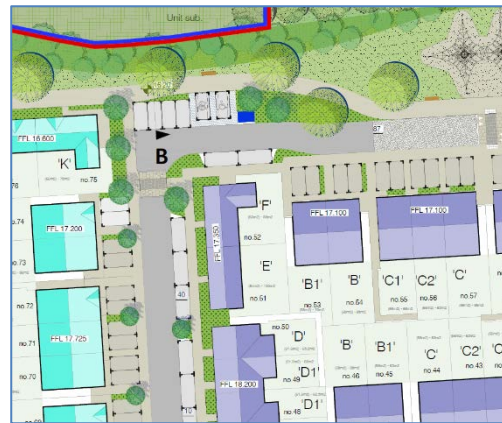


Figure 1.15 – Example of street surfaces

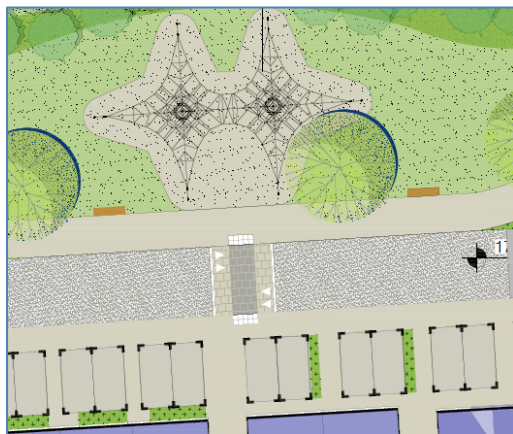


Figure 1.16 – Example of raised pedestrian crossing

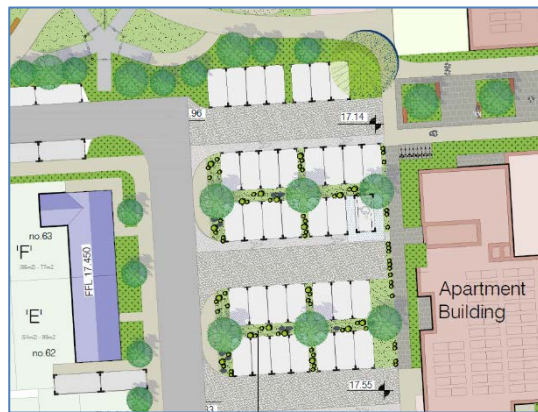


Figure 1.17 – Example of street surfaces

1.1.4 Design Principle 4:

Greater communication and cooperation between design professionals through the promotion of a planned, 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 environmental specialists. Additionally, the developer has engaged with the adjacent site owners, in a collaborative approach, to arrangement for water and foul rising mains to be laid as part of the adjected development's needs along Rosshill road in order to greatly reduce excavation needs for the proposed development further down the line.

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 two formal Stage 1 Section 247 meetings 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 and takes into account relevant plans and policies.

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