



## **DMURS Compliance Statement**

**Strategic Housing Development, Dunlo, Ballinasloe, Co Galway**

On behalf of **Limekill Esker Ltd**

Prepared by

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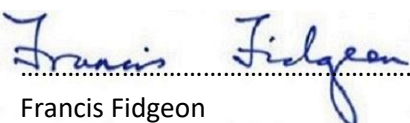
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**Civil**  
**Structural**  
**Traffic**

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## Document History

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## **1. Introduction**

The Design Manual for Urban Roads and Streets (DMURS), published by Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, updated in 2019, provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to networks and individual streets.

## **2. Development Description**

The proposed development consists of a residential development consisting of 165 no. residential units and all associated and ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works, including:

- Block A1 and A2, each consisting of 6 No Two-Bed Ground Floor apartments, 1 No One-Bed ground Floor apartment, 6 No Three-Bed First Floor Duplex Units, and 1 No Three-Bed Second Floor apartment.
- Blocks B1 to B3 and B6 to B13 inclusive, each consisting of 2 No Two-Bed Ground Floor Duplex Units, 2 No Three-Bed Ground Floor Duplex Units, 1 No Two-Bed Second Floor apartment, and 1 No One-Bed Second Floor apartment.
- Blocks B4 and B5 inclusive, each consisting of 1 No Two-Bed Ground Floor Duplex Unit, 2 No Three-Bed Ground Floor Duplex Units, 1 No Two-Bed Second Floor Apartment and 1 No One-Bed Second Floor apartment.
- House Type C : 32 No Two-Bed units in semi-detached pairs.
- House Type E : 27 No Three-Bed units in triplet arrangements.
- provision of 281 No. on-site car parking spaces incorporating 163 No. spaces for residents of the apartment/duplexes, and 118 No in-curtilage car parking spaces for the housing units.
- Provision of all water, surface water, foul drainage, utility ducting and public lighting and all associated siteworks and ancillary services.
- All ancillary site development works including access roadways, footpaths, cycle ways, pedestrian links, Bicycle Sheds, waste storage areas, communal and open space, site landscaping, and boundary treatments.

### 3. Key Design Principles

It is a requirement of the regulations that the proposed development is compliant with the requirements of the Design Manual for Urban Roads and Streets. The four key principles of design aim to guide a more place-based/integrated approach to road and street design. Designers must have regard to the four core principles presented below:

- Design Principle 1: Connected Networks
- Design Principle 2: Multifunctional Streets
- Design Principle 3: Pedestrian Focus
- Design Principle 4: Multidisciplinary Approach.

### 4. DMURS Review

The following table outlines the design features that have been incorporated within the proposed residential scheme with the objective of delivering a design that is in full compliance with the relevant requirements of DMURS.

Design Element	DMURS Review
Place Function	DMURS seeks “the design of residential streets strikes the right balance between the different functions of the street, including a sense of place”. Additionally, the development should incorporate “measures to ensure satisfactory standards of personal safety and traffic safety”. The proposals incorporate the desires of DMURS in this context, including frequent crossing points and junctions, vertical deflections, reduced road markings, reduced visibility splays, on-street parking, tighter corner radii and soft street scape. Future potential road connections are shown throughout. When the road network is classified in compliance with the latest Development Plan by the local authority carriageway widths can be readily reduced to provide as narrow a carriageway as desirable to meet the future classification. Furthermore, signage, such as the proposed junction ahead warning signage, and road centreline markings can be omitted at this stage. The proposals have been assessed for safety by way of a Stage 1/2 Road Safety Audit.
Street Layout	DMURS looks to encourage: “layouts where all streets lead to other streets, limiting the use of cul-de-sacs that provide no through access; [and] maximise the number of walkable/cyclable routes between destinations”. The proposed development adopts this ethos by provision of a looped carriageway for motorists and permeable pedestrian linkage to the existing surrounding network. This all complies with DMURS.
Traffic Congestion	DMURS recommends the use of permeable traffic-calmed networks, as “the most balanced way of addressing traffic congestion”. A permeable traffic-calmed strategy has been adopted for the proposed development.
Approach to Speed	The design speed within the proposed development is 30km/h. This approach is consistent with DMURS which specifies that “where vehicle movement

Design Element	DMURS Review
	priorities are low, such as on local streets, lower speed limits should be applied (30km/h)". Vehicle speeds are controlled by the use of ramps on lengths of straight road, tight radii and restrictions on forward visibility on bends.
Active Street Edges	DMURS promotes the use of minimal setbacks between the edge of the carriageway, back of the footway and building line. The setbacks of the dwelling houses are reduced to increase a sense of urban enclosure. The setback to the apartments is minimised.
Signage and Line Marking	DMURS notes that minimal signage is required on local streets due to their low speed and low movement function. The development is essentially a single 'looped' road and the use of road markings and signage can be avoided in most locations.
Lighting	Street lighting within the development will be provided to achieve the standards required by Galway County Council. LED luminaires will be utilised and positioned to ensure a uniform lighting spread is achieved and ensure dark corners are avoided. This will ensure the development is attractive and safe during hours of darkness.
Materials and Finish	DMURS states that designers should use 'contrasting materials and textures to inform pedestrians of changes to the function of space (i.e. to demarcate verges, footway, strips, cycle paths and driveways) and in particular to guide the visually impaired'. The range of proposed materials for this development is in line with the requirements of DMURS.
Footways	The layout is designed with the introduction footpath links to ensure direct paths are provided giving the shortest route. Footways widths are a minimum of 2.0m in compliance with DMURS for the space. High quality and slip resistant materials will be used and gradients are sufficiently shallow to make the development accessible for users of all abilities.
Pedestrian Crossings	DMURS considers pedestrian crossings to be "one of the most important aspects of street design as it is at this location that most interactions between pedestrians, cyclists and motor vehicles occur". The proposals include for multiple pedestrian crossings at all junctions, corners and along straights to promote pedestrian activity and place the pedestrian higher than the motorist in the mobility pyramid.
Corner Radii	Corner radii of "local streets" within the development are typically shown as >3.0m. once the classification of the roads is agreed with the local authority junction radii should be reduced to no greater than 3m where possible in compliance with DMURS best practice. The use of tight radii will assist in traffic calming and also enable pedestrians to cross the road both close to their desire line and with as short a travel path as possible.
Shared Surfaces	Shared surface streets and junctions are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. In the context of the proposed development, DMURS recognises the use of shared surfaces where "movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood". Shared surfaces have been proposed within the development where very low vehicles speeds are

Design Element	DMURS Review
	ensured. These could be incorporated in some of the short cul-de-sacs that do not have the potential to be a future potential connection. DMURS recommends design features that should be incorporated to ensure that drivers recognise that they are in a shared space and therefore to drive slowly, including: the “use of a variety of materials and finishes”; “sections of tactile paving that direct movement along the street or across spaces”. The design features listed could be incorporated into the proposed development to encourage the sharing of space.
Cycle Facilities	DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities. The site plan indicates a number of cycleways along the higher order streets connecting to the existing cycle facilities on the Aldi road and proposed cycle facilities on the development under construction (planning ref 19/1978). Elsewhere cycle provision within the development will be on-road shared use with other vehicles, the traffic flows and vehicle speeds being consistent with this type of cycle use within the NCM.
Carriageway Width	The width of the existing carriageway on the Aldi road and the development road under construction to which this development connects (planning ref 19/1978) is >6.5m. However, the proposed width of the new link roads is 6.3m to be in keeping with DMURS. This could be further reduced when the potential future connections are established, and the roads are classified by the local authority. The width of the majority of the “local streets” within the development is currently proposed at 6m. This can also readily be reduced to 5.5m once the potential future connections and the classification of the streets is confirmed by the local authority. Parking spaces are widened to 2.5m in order to maintain ease of access/egress.
Carriageway Surface	A mix of surface materials should be adopted for the development in order to achieve colour changes where pedestrian activity within the carriageway is increased, as stated in DMURS this should assist in achieving low speeds i.e <30kph.
Junction Design	The junctions are designed with larger kerb radii. Once the classification of the roads is agreed with the local authority junction radii should be reduced to no greater than 3m where possible in compliance with DMURS best practice.
Forward & Junction Visibility	Forward and junction visibility is provided in compliance with the desire of DMURS. Excessive visibility is restricted by locating buildings and tree planting at locations where further speed control is desired.
Traffic Calming	Traffic calming is achieved by incorporating ramps on straights, tight-radius bends at the end of straights and on-street parking. A different colour surface material should be incorporated on ramps to highlight them.
Kerbs	DMURS provides indicative kerbs heights of between 50-75mm or less for local streets with lower design speeds. The higher order streets within the development area will have higher kerb height and the local street kerb height can be agreed with the local authority at detailed design stage.
On-Street Parking / Loading	In providing the required number of parking spaces adjacent to dwellings, DMURS measures have been adopted:

Design Element	DMURS Review
	<ul style="list-style-type: none"> <li>▪ Perpendicular parking incorporated on the lower-speed zones;</li> <li>▪ Breaking continuous runs of parking into smaller groups along with planting and crossing areas to break the visual continuity of the parking;</li> </ul>
Multi-disciplinary Design Team	In accordance with the requirement in DMURS, the design of the development has been prepared by a multi-disciplinary design team, including but not limited to architects; civil engineers; and transport planners.
Road Safety Audit	A road safety audit of the proposed design of the site has been prepared and is provided under separate cover – see CST Group document “Stage 1/2 Road Safety Audit”.

## 5. Compliance with the Key Design Principles

### 5.1 DESIGN PRINCIPLE 1: CONNECTED NETWORKS *“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”.*

- As the proposed development is located in an area where there is development around all sides of the site it affords good permeability to the wider street network. Potential future connection points to the street network are shown on the layout. There are existing boreens to the southwest of the development which also provide the potential for future pedestrian connectivity.
- The proposed development prioritises sustainable modes of transport, such as walking and cycling. This is achieved by maximising accessibility to services and promoting the use of more sustainable forms of transport, thus reducing car dependency. The development wraps around Tesco and is adjacent Aldi, further promoting reduced car usage.

### 5.2 DESIGN PRINCIPLE 2: MULTIFUNCTIONAL STREETS *“The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment”.*

- The development is a residential development. Measures such as pedestrian connectivity have been adopted. Shorter cul-de-sacs where future potential connection will not occur could be shared streets to promote multi-function use.

- Access shall be provided to the development by the following existing/under construction street networks: the Aldi road to the north and the street under construction to the east (planning ref 19/1978). Further access to the west, south and east may be provided by future connections shown on the layout.
- Pedestrian experience shall be enhanced by virtue of the network of footpaths connecting throughout the development and traversing green landscaped spaces.
- The proposed arrangement integrates easily with the road junction reconfigurations proposed by nearby recently permitted schemes.
- Good quality lighting shall provide a safer environment for all road users and pedestrians. Document No.: 19.308-RP-05 3.

**5.3** DESIGN PRINCIPLE 3: PEDESTRIAN FOCUS *“The quality of the street is measured by the quality of the pedestrian environment.”*

- Shorter cul-de-sacs where future potential connection will not occur could be shared streets with high quality paving.
- Footpaths throughout the development are overlooked.
- Footways throughout the site are greater than the standard’s minimum of 1.8m wide.

**5.4** DESIGN PRINCIPLE 4: MULTIDISCIPLINARY APPROACH *“Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.”*

- The design of the layouts involved close collaboration and coordination between the Architect, Structural Engineer, Civil Engineer and wider team.
- In addition to this interaction, the Architect and Mechanical & Electrical Engineer provide designs to incorporate lighting and building access to the scheme that integrates into the strategy of landscaping, bike parking, and desire lines for access and egress to the development by pedestrians and cyclists.

## **6. Conclusion**

This statement of consistency sets out how the proposed development can achieve objectives set out in DMURS (2019).

Having regard to the above, we are of the opinion that the proposed development is consistent with the key design principles and requirements as set out in DMURS (2019).