

Parkway Valley LRD

**DMURS Compliance Statement
231171-PUNCH-XX-XX-RP-C-0007**

May 2026

Document Control

Document Number: 231171-PUNCH-XX-XX-RP-C-0007

Status	Revision	Description	Date	Prepared	Checked	Approved
A0	C01	Planning Issue	06/05/2025	A. O’Gorman	T. O’Connell	J. Tiernan

Table of Contents

Document Control.....	i
Table of Contents	1
1 Introduction.....	2
2 DMURS Review	3
3 Conclusion	5

1 Introduction

The scheme proposals are the outcome of an integrated design approach that seeks to implement a sustainable community connected to well-designed infrastructure which delivers safe, convenient, and attractive environment in addition to promoting a real and viable alternative to single user car-based journeys.

The Design Team considers that the proposed large residential development is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS) 2019.

DMURS sets out design guidance and standards for constructing new and reconfigured existing urban roads and streets. It also sets out practical design measures to encourage more sustainable travel patterns in urban areas.

The primary objectives of DMURS are as follows:

- i. Prioritise pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
- ii. Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
- iii. Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.
- iv. Create attractive streetscapes through the design of roads and footpaths with careful consideration given to landscaping and selection of surface finishes.

The public areas fronting and within the proposed development have been designed by the multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS.

2 DMURS Review

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

Design Element	DMURS Review
Movement and Place Function	<p>DMURS seeks that “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 site proposals incorporate the desires of DMURS in this context, including narrow carriageways, minimised signage and road markings, reduced visibility splays, tight corner radii and large hard and soft street scape.</p> <p>The proposals have been assessed for safety by way of a Stage 1 & 2 Road Safety Audit and DMURS Quality Audit was completed in October 2025.</p>
Street Layout	<p>DMURS looks to encourage: “layouts that maximise the number of walkable/cyclable routes between destinations”. The proposed development adopts this ethos by the provision of a permeable pedestrian and cyclist linkage to the existing surrounding network.</p> <p>A new access point for the development is to be provided from the Dublin Road with footpaths on both sides of the access road. A raised pedestrian crossing is proposed at this entrance to prioritise pedestrian continuing straight through.</p>
Traffic Congestion	<p>DMURS recommends the use of permeable traffic-calmed networks, as “the most balanced way of addressing traffic congestion”. A traffic-calmed strategy has been adopted for the proposed development with the provision of minimum carparking spaces provided and left in left out restriction at the Dublin Road entrance to the site.</p>
Approach to Speed	<p>The end destination will typically produce low travel speeds. This approach is consistent with DMURS which specifies that “where vehicle movement priorities are low, such as on local streets, lower speed limits should be applied. Vehicle speeds are controlled by the use of tight radii. Raised tables and speed cushions are also proposed along the perimeter road to slow down vehicle movements.</p>
Active Street Edges	<p>DMURS promotes the use of minimal setbacks between the edge of the carriageway, back of the footway and building line. The setbacks of the development are minimised by the incorporation of hardscaped and landscaped areas between the street and the building line.</p>
Signage and Line Marking	<p>DMURS notes that minimal signage is required on local streets due to their low speed and low movement function. The development has adopted this approach.</p>

Design Element	DMURS Review
Lighting	Street lighting within the development will be provided to achieve the standards required by Limerick City & County Council, a public lighting design is included in the planning package. 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 hour of darkness.
Materials and Finish	<p>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 as illustrated on JBA Consulting Landscape Architecture Drawings.</p> <p>Typical road buildup is proposed throughout the development. However, coloured tar is proposed in locations with high volumes of pedestrian activity to signify to motorists that the pedestrian has priority.</p>
Footways	Footway widths are a minimum of 2m 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. The proposals have been assessed for safety by way of a Stage 1 DMURS Accessibility & Walking Audit.
Pedestrian Crossings	<p>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”.</p> <p>The proposals include for multiple controlled and uncontrolled pedestrian crossings at all junctions into the site and throughout in the pedestrian’s desired route in order to promote pedestrian activity and place the pedestrian higher than the motorist in the mobility pyramid. A raised pedestrian crossing is proposed at this entrance to prioritise pedestrian continuing straight through.</p>
Corner Radii	Corner radii within the development are typically 3.0m 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.
Cycle Facilities	<p>DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities. The proposals have been assessed for safety by way of a Stage 1 DMURS Cycling Audit.</p> <p>Most of the 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 Cycle Design Manual.</p> <p>Cycle storage/parking facilities have been provided in excess of the Limerick Development Plan and the Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities.</p>

Design Element	DMURS Review
Carriageway Width	The width of the streets within the development is generally 6.0m with car parking accessed directly off the carriageway.
Junction Design	The junctions are designed with reduced kerb radii and pedestrian priority. A left in left out restriction is provided at the Dublin Road entrance to the site.
Forward & Junction Visibility	Forward and junction visibility is provided in compliance with the desire of DMURS.
Traffic Calming	Traffic calming is achieved by the use of tight radii and short road lengths. Raised table and speed cushions are proposed along the perimeter road.
Kerbs	DMURS provides the standard height for kerbs is 125mm as this provides a clear definition of a segregated street environment. Kerb heights of 125mm will be utilised for the development.
Parking	<p>Parking provision is low and is considered sustainable and balanced in terms of adequate provision of parking and promotion of more sustainable transport options.</p> <p>Set down spaces are provided for the creche.</p> <p>In providing the required number of parking spaces, DMURS measures have been adopted:</p> <ul style="list-style-type: none"> • Perpendicular parking incorporated on the lower-speed zones • Breaking continuous runs of parking into smaller groups along with planting and crossing areas to break the visual continuity of the parking
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 planners.
Road Safety Audit	The development has been assessed for safety by way of a Stage 1 & 2 Road Safety Audit and DMURS Quality Audit.

3 Conclusion

The assessment concludes that the proposed development is in compliance with the Design Manual for Urban Roads and Streets (DMURS) 2019.