DOSA

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CONSULTING ENGINEERS

RESIDENTIAL DEVELOPMENT, *COUNTESS* ROAD, KILLARNEY, CO. KERRY

DMURS STATEMENT OF COMPLIANCE

DATE 05/06/2026

REVISION 4

JOB NO. 7334

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1 Introduction

DOSA Consulting Engineers have been engaged to prepare a DMURS Statement of Compliance to supplement a Large-Scale Residential Development (LRD). This is being prepared as part of a planning application to Kerry County Council for a proposed residential development at Countess Road, Killarney, Co. Kerry.

The following statement notes how the proposal is to be consistent with the Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013).

1.1 Proposed Development

The proposed development will consist of the construction of a residential development of 259 no. residential units with ancillary single storey creche, landscaping and all associated site development works.

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwelling houses and an existing ruinous structure on the site and construction of 103 no. two storey houses (3-bed units), comprising of 27 no. terraced units, 62 no. end of terrace units, and 14 no. side entry units, 82 no. courtyard apartment units over 2 no. storeys (42 no. 1-bed units, 40 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units) in 2 no. part 3 storey and part 4 storey blocks.

Vehicular access to the proposed development will be via one entrance from Countess Road (L3904) to the north, with the entrance design including improvement works on the public road inclusive of a raised crossing point. The design includes pedestrian/cycle infrastructure to/from Countess Road and internally within the development site and to adjoining areas.

Ancillary site works include car parking, provision of bicycle parking and bin storage facilities serving the proposed apartment/courtyard apartment buildings and creche, 2 no. ESB substations, landscaping, water services and drainage infrastructure (including foul and storm network upgrades in Countess Grove), and all associated site development works. The proposed development also provides for the demolition of an existing site boundary walls along Countess Road.

A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.

A snapshot of the proposed development is outlined in Figure 1.1 below.

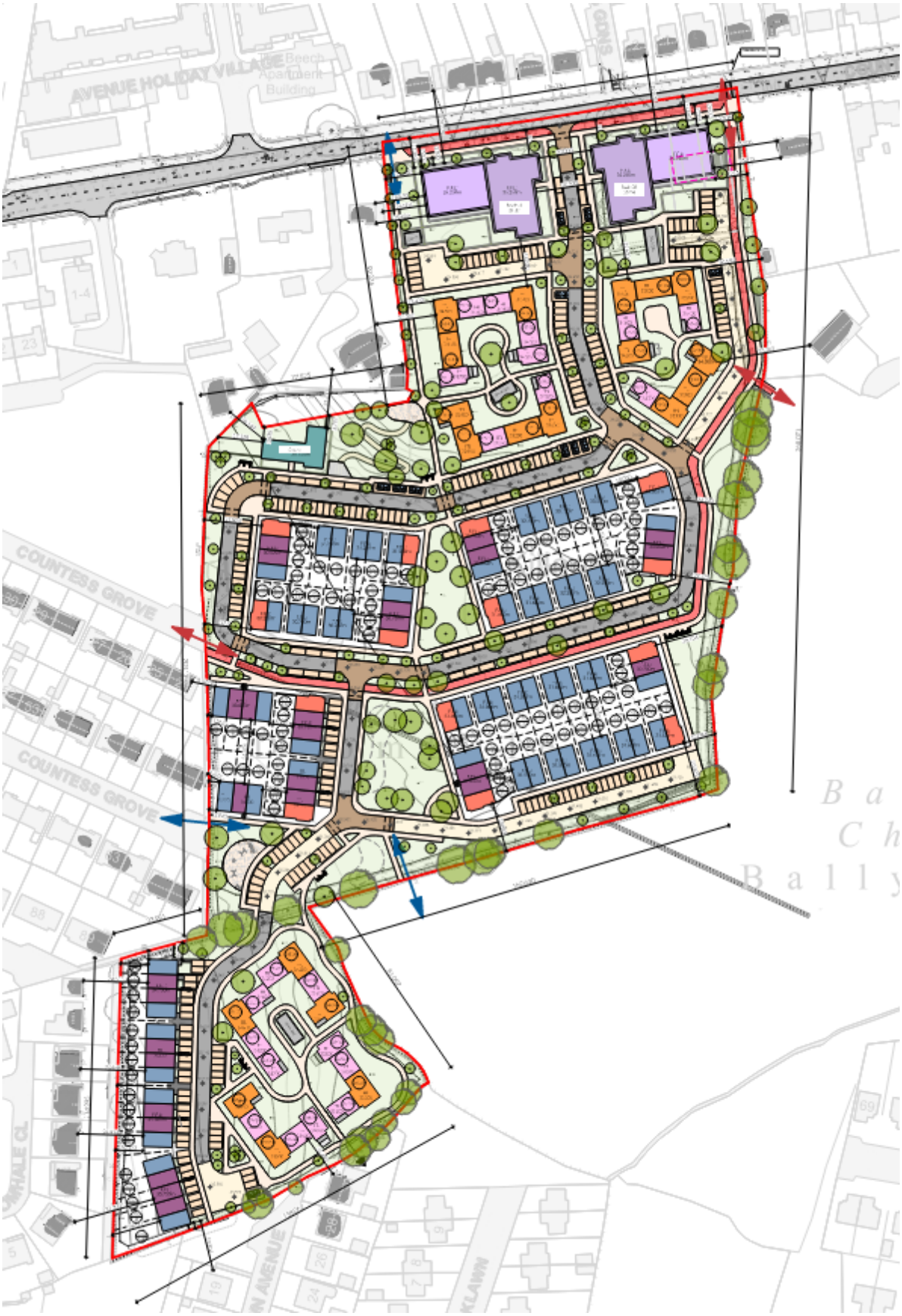


Figure 1.1 – Proposed Development

1.2 Site Location

The subject site (currently greenfield) to the south-east of the Killarney town centre. The subject land is bordered to the north by the Countess Road, to the south, east & west by existing residential dwellings and by greenfield lands to the south-east. A snapshot of the site location is outlined in Figure 1.2 below.



Figure 1.2 – Site Location

2 DMURS Statement

The stated objective of DMURS is to achieve better street design in urban areas. This will encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places.

The implementation of DMURS is intended to enhance how we go about our business, enhance how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

3 Creating a Sense of Place

Four characteristics represent the basic measures that should be established in order to create people-friendly streets that facilitate more sustainable neighbourhoods. Each of these characteristics are set out in the sections below together with a commentary setting out how the proposed residential development complies with each of these characteristics.

3.1 Connectivity

"The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected."

In order of importance, DMURS prioritises pedestrians, cyclists, public transport then private cars. The proposed development has been designed with careful consideration for pedestrians and cyclists as well as facilitating ease of access for vehicular traffic.

The application will provide a vehicular access to the development will be via 1 no. new entrance off Countess Road (L3904). The proposed development also includes a separate pedestrian/cycle entrance off Countess Road. The proposal includes dedicated pedestrian and cycling paths traversing the site and setback provision is made along the site's frontage with Countess Road to facilitate a future cycle infrastructure network.

All footpaths to be dished at all entrances and crossings with tapered/ dropped kerbs and tactile paving used on approaches in accordance with the design guidelines for use with tactile paving. Where possible, all the internal pedestrian crossings have been provided at raised tabletop junctions. This is to accommodate wheelchair access and guide the visually impaired people safely through the development.

Internally within the scheme each developed area has multiple options of connectivity for each of the different modes of travel, maximising accessibility to the various amenities provided as part of the scheme, refer to Architect's drawings for further detail. The quality of these routes has been carefully considered to ensure their viability in terms of desire lines and to ensure users will feel comfortable and safe when availing of these facilities.

The public transportation infrastructure is linked to the development site via the existing footpath network along the Countess Rd and existing Countess Grove estate. The proposed scheme includes the construction of additional pedestrian and cycling facilities to connect the development to the existing footpath/Cycle network.

Both Killarney Train and Bus Station are located in the town centre and within 2km of the site. The proposed development is within a short walk to both of these critical pieces of infrastructure, allowing for sustainable transport modes to be availed of by future residents.

Vehicular access to the site is accommodated by means of an access point onto the Countess Road via 1 no. new junction. A comprehensive Traffic & Transportation Assessment has been carried out by MHL Consulting Engineers and is included as part of this application.

3.2 Enclosure

"A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings towards the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure."

The proposed development has been designed so that residential units are overlooking the main access routes to the development, circulation areas within the development and the public open space. High quality landscaping and tree planting are proposed within the scheme.

The development of home-zones, areas overlooked by on-street housing, which include active open spaces and traffic calming elements throughout the scheme will help to deliver sustainable neighbourhoods, instilling a sense of ownership for residents and encouraging visitors to respect speed limits, pedestrian/cycle facilities and parking areas.

The design team have ensured that all public open spaces and pedestrian/cycle links are overlooked by housing elements ensuring passive surveillance for individual areas are achieved.

3.3 Active Edge

"An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings."

The development has been designed so that the residential units front onto the circulation roads, with driveways and planting. The open spaces within the development will enhance activity and enliven the areas between the proposed buildings. Encouraging walking as a viable mode of travel ensures an 'Active Edge' is achieved in most locations. The proposed pedestrian and cycle facility along the eastern boundary provides particular benefit in this regard.

3.4 Pedestrian Activities/Facilities

"The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

As outlined in the items above, the proposed development has been designed to provide excellent pedestrian connectivity. The residential units are all located so that they front directly onto the active edges/open spaces, which will provide passive surveillance to enhance pedestrians feeling of safety and wellbeing. The public open spaces have been designed to cater for all age groups with a special emphasis on ensuring all areas are accessible for persons with varying degrees of mobility.

Throughout the site, pedestrian routes are generally 2.0m wide or greater which provide adequate space for two people to pass comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. It is considered that a 2m wide footpath is appropriate for the proposed development. Footpaths are designed to have a maximum gradient of 1:20. Where footpaths are combined with cycle routes a 3.0m combined facility is provided. Pedestrian crossings are located

along identified desire lines at regular intervals and will be formed with the recommended dropped kerbs, signage and tactile paving.

A comprehensive public lighting scheme has been designed in conjunction with the landscape architect to ensure all public areas meet the minimum requirements in terms of Lumens. Good quality public lighting will encourage the use of pedestrian facilities ensuring that walking is promoted within the scheme.

There is a network of inter-connecting footpaths on the public road network in the area around the site, providing access to the local transport links and amenities. These amenities include schools, shops, churches and sports facilities.

Evident from the proposed layout is the looped nature of all pedestrian facilities linking various internal amenities within the site. The design team are confident that this will encourage users of all ages to avail of the network of paths to undertake regular exercise thus achieving one of the desired outcomes from a DMURS perspective.

4 Key Design Principles

DMURS sets out four core design principles which designers must have regard in the design of roads and streets. These four core principals are set out below together with a commentary setting out how these design principals have been incorporated into the design of the proposed residential development.

4.1 Design Principle 1: Pedestrian Activity/Facilities

"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 described previously the proposed development has been carefully designed to ensure that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity for pedestrians and cyclists is intended to promote walking and cycling by making them a more attractive option to the private car. The proposed development is well connected to the surrounding primary roads network with access to adjoining cycle and pedestrian linkages. Its location makes it very accessible to local amenities and services.

Streets and Roads within the scheme have been sized to create a definitive hierarchy, each with its own specific character and function, achieved using colour contrasted surfacing, raised traffic platforms and other traffic calming elements such as pedestrian crossings, signing and lining.

4.2 Design Principle 2: Multi-Functional Street

"The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment."

The layout of roads and streets are designed to ensure that the design speed within the estate is a maximum 30kph with home-zones and local access areas designed to 15kph. Road cross sections proposed range from 5.5m on the main spine road to 5.5-5.0m on local access roads. Traffic calming is achieved by limiting forward visibility through chicanes, landscaping and on-street parking as well as raised colour contrasted platforms. The use of signage, tighter corner radii (3-5m radius), frequent pedestrian crossings and multiple junctions within the scheme achieve a self-regulating environment for all road users.

The benefit of creating a low-speed environment, in addition to road safety gains, is the minimisation of noise and air pollution within the development. An internal road safety audit, in accordance with DMURS principles has been carried out and is included in the application.

The Internal Audit recommends that tactile paving and dropped kerbs at the entrance junction and pedestrian crossing of the adjoining public road. The assessments make further recommendations pertaining to the internal junctions and traffic calming measures.

The presentation of a "Transition Zone" at the entry to the estate, incorporating landscaping, narrowed estate carriageway, pedestrian facilities and narrow also enforces the principals of DMURS by encouraging drivers to slow on entry to the estate and emphasising a changed urban space.

The road and street hierarchy set out in the estate aligns with the principles of DMURS by presenting an organics layout of Arterial and Link Streets, whilst respecting, in-so-far-as possible the overall topography of the site. The layout also presents an efficient and legible route (clear wayfinding) for drivers through the estate and for pedestrians and cyclists to the western shared surface, with a number of points of access from the respective perpendicular link streets. The frequent junctions along the arterial road also have been designed as an inherent traffic-calming a measure as drivers slow and show greater levels of caution at such conflict zones.

The road network presents a number of pedestrian prioritisation areas by including raised junction tables at critical junctions. These shared areas, along with the removal of long straight roads will ensure traffic vehicular speeds are controlled.

The use of landscaping along the main arterial road, particularly at the entry to the estate will provide a strong sense of enclosure, promoting the area as a low speed, shared purpose space, promoting the road area as a pedestrian friendly space.

The proposed scheme also incorporates a high-quality LED public lighting scheme, with lighting levels refined to the specific uses of carriageway and footpath and recreational areas. The scheme is compliant with relevant design standards.

4.3 Design Principle 3: Pedestrian Focus

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

The design of the scheme has placed a focus on the pedestrian with ramped crossings on all internal circulation roads. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the public road network, public transport services and amenities. The open spaces have been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians' sense of safety and well-being within this area.

4.4 Design Principle 4: Multi-disciplinary Approach

"Greater communication and co-operation between design professionals through promotion plan-led multidisciplinary approach to design."

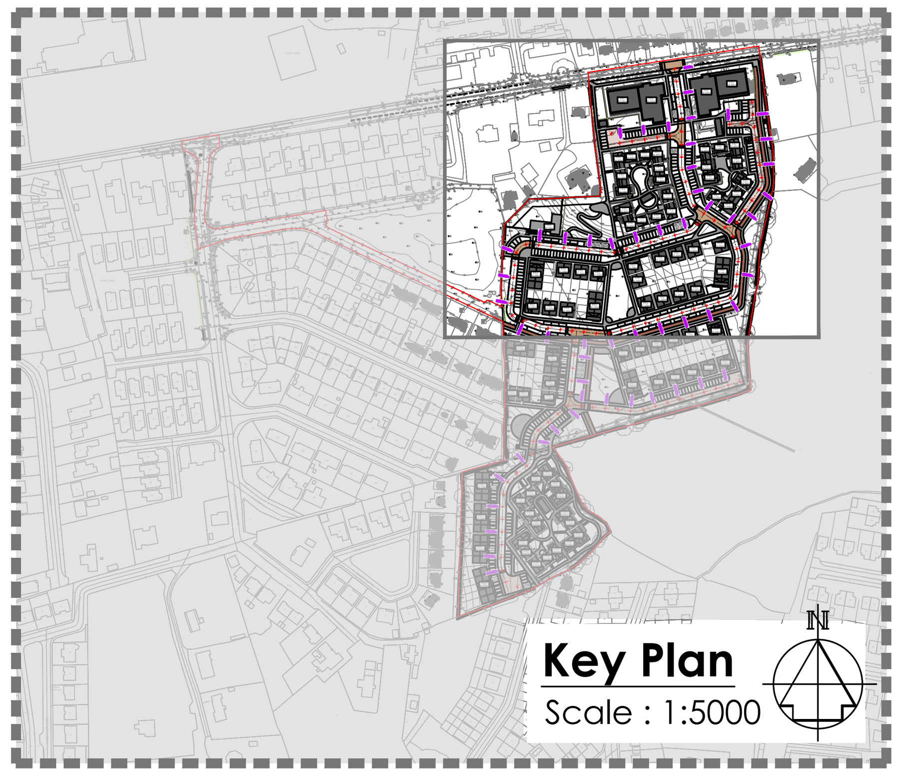
The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by Meitheal Architects Ltd working together with DOSA Consulting Engineers, DKP International, Cunnane Stratton Reynolds & HRA Planning. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

5 Conclusion

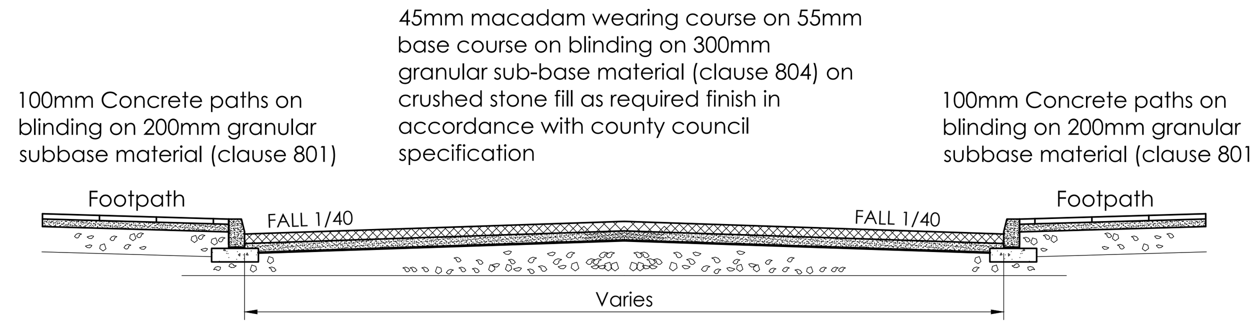
- The statement set out above demonstrates how the proposals achieve the objective set out in DMURS to achieve better street design to encourage people to choose to walk, cycle or use public transport overusing the private car.
- we would be of the opinion that the proposed development complies with the requirements for the design of urban roads and streets as set out in DMURS.
- Please refer to the Road Safety Audit submitted as part of this application.

Appendix A





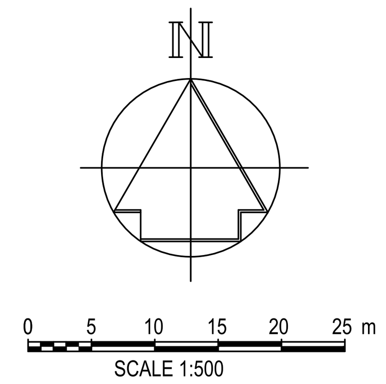
Note:
Refer to Landscape Plan for proposed finishes



Typical Road Detail for Internal Estate Roads
Scale 1:50

Legend:

28.40	Proposed Road Level
F.F.L: 29.60m	Proposed Finished Floor Level
40.00m	Chainage



Proposed Site Layout
Scale : 1:500

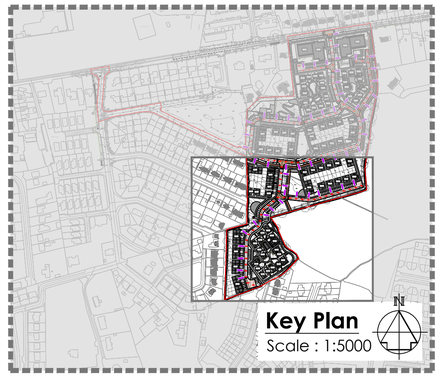
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E	D.O'S.	S.O'G.	L.O'T.	31.03.'26	Issued For Planning

CLIENT	Dipharma Unlimited Company.
PROJECT	Development at Countess Road, Killarney, Co. Kerry
DRAWING TITLE	Proposed Internal Road Layout & Levels (1 of 2)
SHEET	A1
SCALE	1:500
PROJECT NO.	7334
DRAWING NO.	0010
STATUS/ISSUE	E



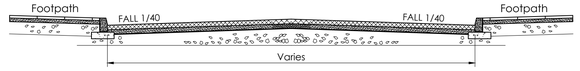


Note:
Refer to Landscape Plan for proposed finishes

100mm Concrete paths on blinding on 200mm granular subbase material (clause 801)

45mm macadam wearing course on 55mm base course on blinding on 300mm granular sub-base material (clause 804) on crushed stone fill as required finish in accordance with county council specification

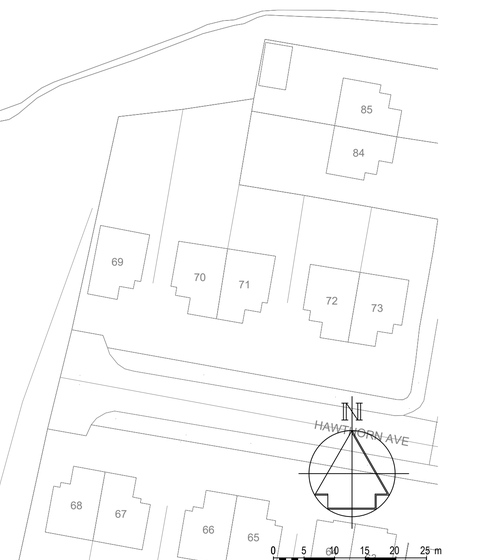
100mm Concrete paths on blinding on 200mm granular subbase material (clause 801)



Typical Road Detail for Internal Estate Roads
Scale 1:50

Legend:

28.40	Proposed Road Level
F.F.L: 29.60m	Proposed Finished Floor Level
40.00m	Chainage



Proposed Site Layout
Scale : 1:500

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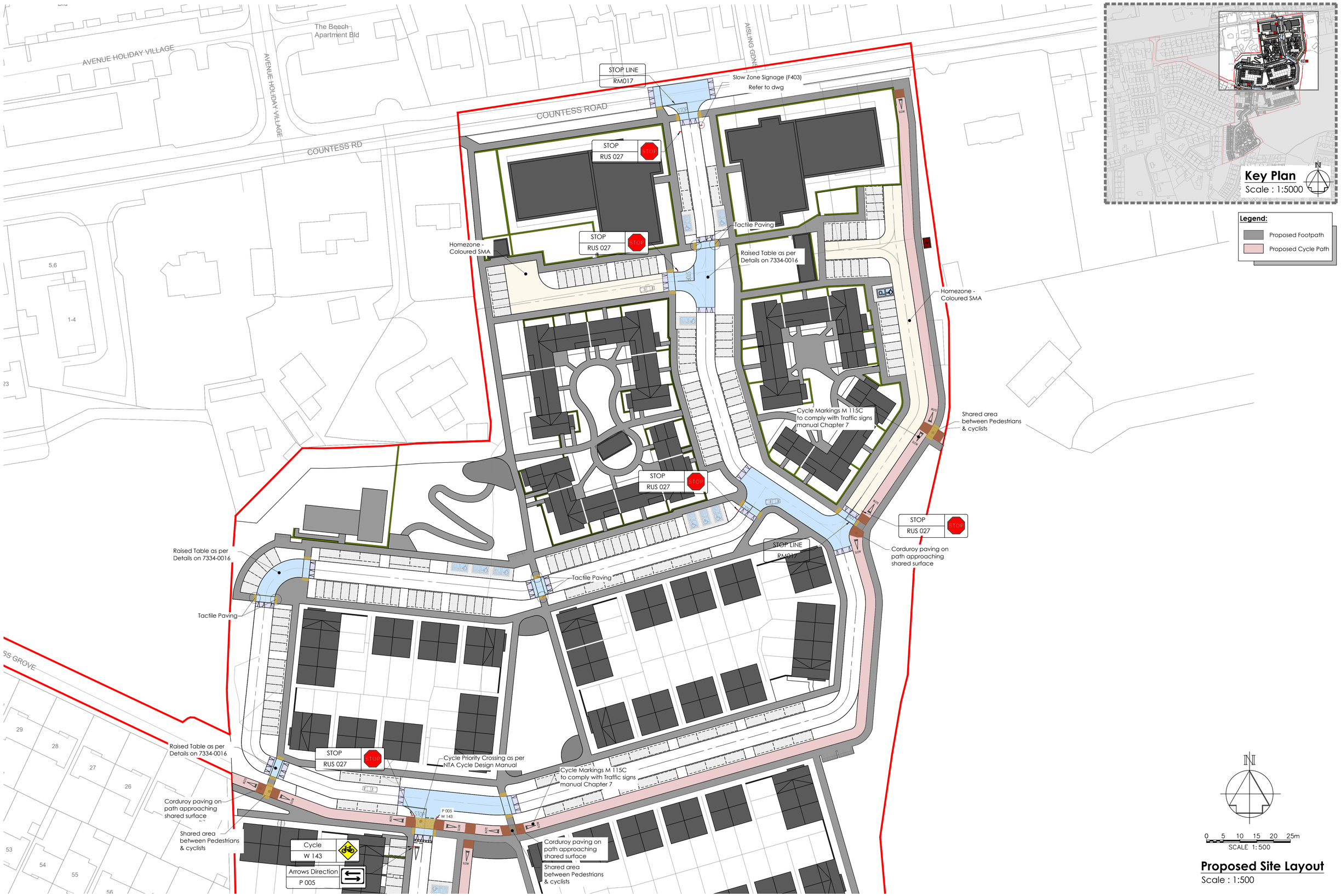
PROJECT: Development at Countess Road, Killarney, Co. Kerry

DRAWING TITLE: Proposed Internal Road Layout & Levels (2 of 2)

SHEET: A1

SCALE: 1:500

PROJECT NO. 7334 _ DRAWING NO. 0011 _ STATUS/ISSUE E



Proposed Site Layout

Scale : 1:500

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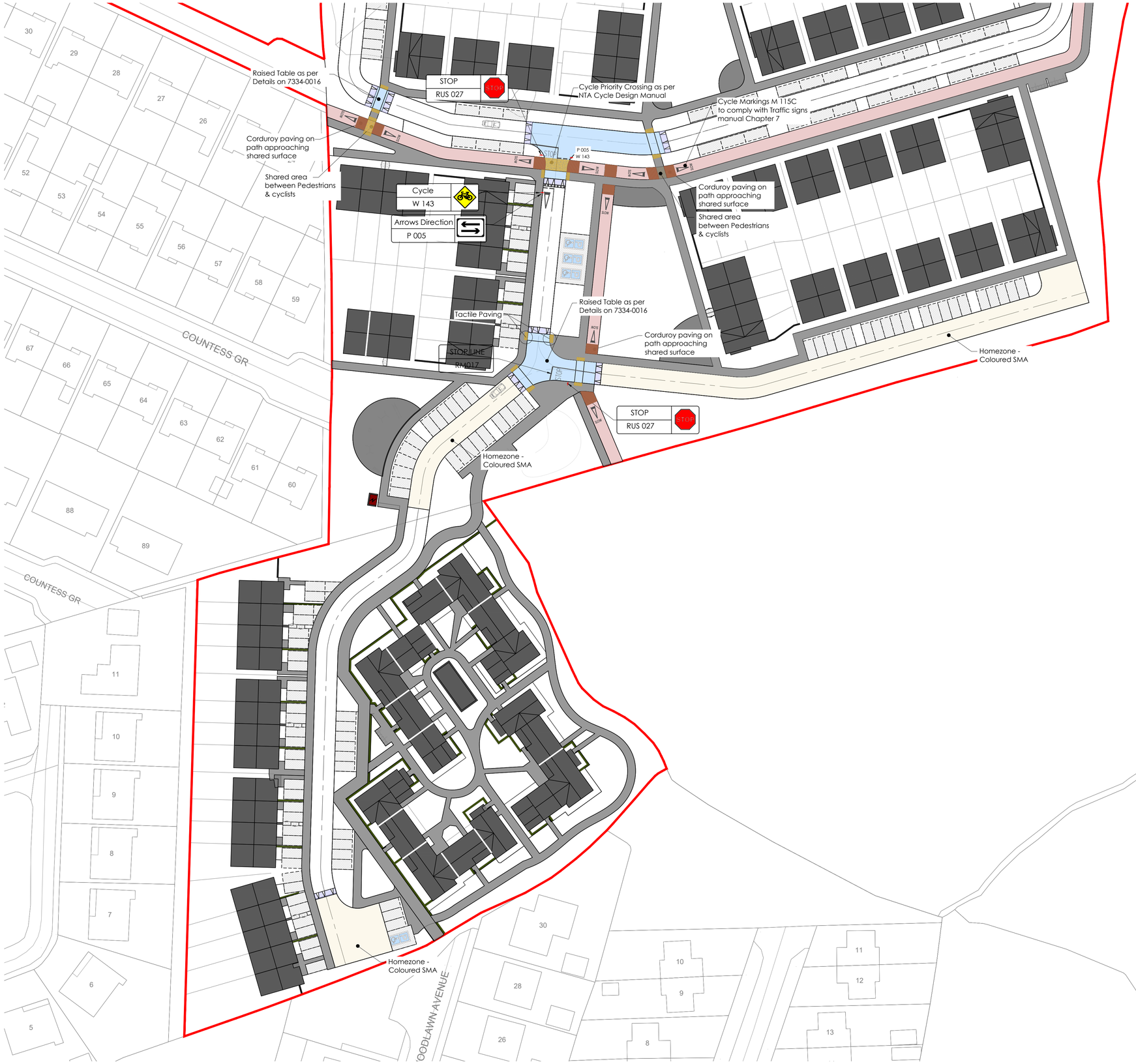
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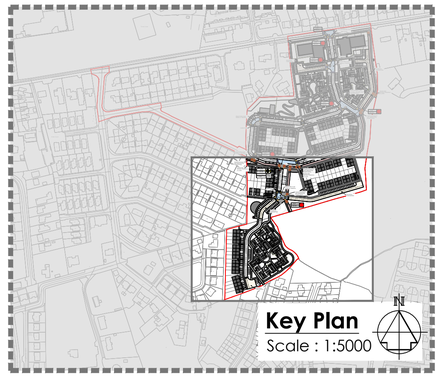
DRAWING TITLE: Proposed Speed Control Measures (Sheet 1 of 2)

SHEET: A1

SCALE: 1:500

PROJECT NO.: 7334 _ DRAWING NO.: 0014 _ STATUS/ISSUE: A





Legend:

- Proposed Footpath
- Proposed Cycle Path

N

0 5 10 15 20 25m

SCALE 1:500

Proposed Site Layout

Scale : 1:500

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CLIENT: Dipharma Unlimited Company.

PROJECT: Development at Countess Road, Killarney, Co. Kerry

DRAWING TITLE: Proposed Speed Control Measures (Sheet 2 of 2)

SHEET: A1

SCALE: 1:500

PROJECT NO. 7334 _ DRAWING NO. 0015 _ STATUS/ISSUE A