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HOUSING DEVELOPMENT APPLICATION	
Document Title:	Statement of Compliance **"Traffic and Transportation and Associated Infrastructure"** **'DMURS Compliance'**
Application Location:	Ardshanavooly, Killarney, Co. Kerry
Applicant:	Ross-Park Residential HS Limited
Status:	Stage 3 LRD Submission
Date:	September 2026
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Introduction

MHL Consulting Engineers have been engaged by Ross-Park Residential HS Limited 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 Ardshanavooly, Killarney, Co. Kerry.

The proposed development consists of the construction of 188 No residential units with ancillary creche:

120 Houses	68 no. apartments
9 no. 2-bed units,	32 no. 1-bed units
75 no. 3-bed units	36 no 2- bed units.
36 no. 4-bed units	



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).

Figure 2 –Site Location



Figure 2 – Proposed Site Layout (Credit: Reddy a+u Architect)

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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.

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.

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. As part of the site layout and in consultation with the Kerry County Council & Kerry National Roads Office, an off-road Bus stop is proposed to be installed as part of the Strategic ink Road A-C through the middle of the subject site.



Figure 3 Proposed Bus Stop

The site will be well located in terms of connectivity to pedestrian footpaths and Active Travel facilities which provide a link to the Train and Bus Stations within the town centre.

At the time of this application, construction is now complete of the new Active Travel Facilities along Park Road (Between Fair Hill and approx. 100m to the west of Park Rd Roundabout). These works are provide new and improved pedestrian and cycle connectivity from Friary Downs, including the development at the subject site to the Bus, Trian Station and the town Centre. These works also include a new controlled crossing to the east of the Development Junction/Park Rd.

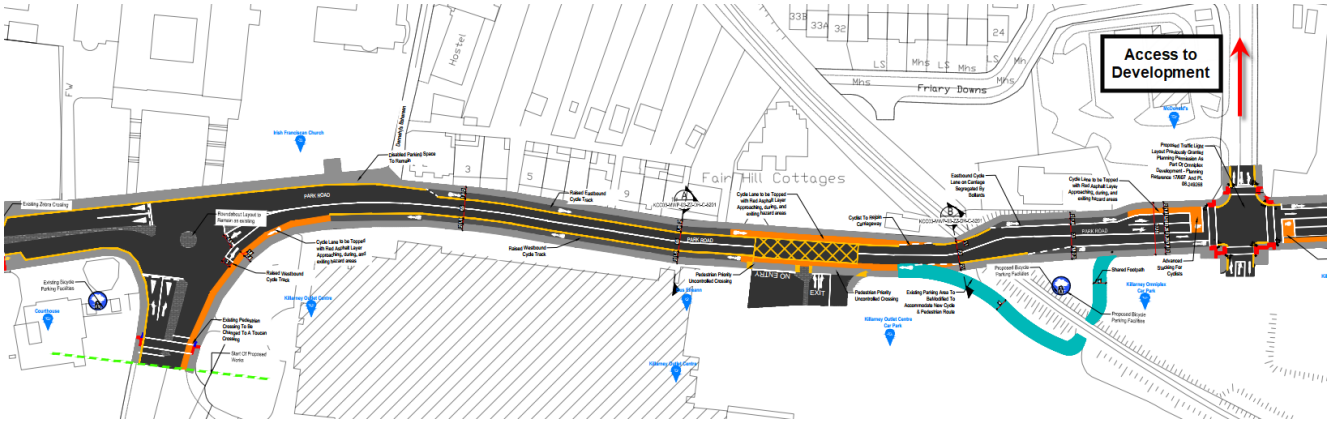


Figure 4 Section 1 of the Killarney Cycle Lanes Part VIII Planning - Park Road



Figure 5 New Active Travel route along Park Road as opened in July 2026

Within the development, all new footpaths will 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. This is to accommodate wheelchair access and guide the visually impaired safely through the development.
Internally within the scheme and externally on Friary Downs, good provision of connectivity for each of the different modes of travel is provided, refer to the site layout drawing provided for further detail.

Public transport provision is currently catered for by a New Bus Stop included within the site layout (Fig 3 above), the Bus Station (10 Min walk) and Tran Station (12 Min walk). The surrounding areas are served by both daily and hourly Bus and Train Services from Killarney.

Vehicular access to the site is accommodated by means of the existing access along Friary Downs and the junction onto Park Road Junction. Following discussion with the Kerry National Road Design Office, it has been confirmed that a design is being developed to upgrade this junction (Park Rd/Friary Downs) to a Signalised junction from the existing priority junction layout.

Kerry County Council and the NRDO are developing the Strategic Links Project - Links Road A-C (Connecting the N22 to Park Rd). The layout of this development has been designed with this future road transversing through the site. Refer to Figure 2 above. The proposed internal roads to the west

of the site has been coordinated and designed inline with DMURS to connect through from the subject site to the recently submitted LRD application on the adjoining lands.

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 and hedge-grows along existing ditch lines.

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 links are overlooked by housing elements ensuring passive surveillance for individual areas are achieved.

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. As outlined in the attached Site Layout Drawings pedestrian movement is encouraged throughout the development and onward to the Strategic Links Project - Links Road A-C, Deerpark Retail Park and Killarney Town Centre. In addition to encouraging walking & Cycling as a viable mode of travel the provision of these links ensures an 'Active Edge' is achieved in most locations.

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 makes walking a more convenient and pleasurable experience that will further encourage pedestrian activity."

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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. Internal pedestrian crossings are located along identified desire lines at regular intervals and will be formed with raised ramps, signage and tactile paving.

A comprehensive public lighting scheme is to be 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.

Evident from the proposed layout is the looped nature of all pedestrian facilities and kickabout areas 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.

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.

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, primarily, on pedestrians. The provision of high levels of connectivity for pedestrians is intended to promote walking by making it a more attractive option to the private car. 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, alternative surfaces, raised traffic platforms and other traffic calming elements such as pedestrian crossings, signing and lining, and gateways on the public road.



Figure 5 Layout showing the surface changes within the development to signify pedestrain priority Areas

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 6.0m on the main spine road to 5.5m on Home Zones Areas. Traffic calming is achieved by limiting forward visibility through landscaping, raised pedestrian crossings as well as 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.

The road and street hierarchy set out in the estate aligns with the principles of DMURS by presenting an organic layout of 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 Killarney Strategic Link Road A-C .

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

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The proposed scheme 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.

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.

Design Principle 4: Multi-disciplinary Approach

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

The design team have worked closely with the appointed Kerry County Council application team to ensure that the scheme is supported by the Planning Authority. All team members are committed to delivering a high-quality development which complies with the recommendations of DMURS.

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.
- Having regard to the above, 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.

Signed: James Daly

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