

Proposed SHD at Lands at Former
Greenpark Racecourse, Limerick City

DMURS Compliance Statement

September 2021

Document Control

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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 streets in addition to promoting a real and viable alternative to single user car-based journeys.

The Design Team considers that the proposed 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 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 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, tighter corner radii and large hard and soft street scape. The proposals have also been addressed for safety by way of a Stage 1 Road Safety Audit.
Street Layout	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. The proposed development includes cycle lane/footpath connectivity through the site to facilitate connecting the Dock Road via Log na gCapall and Greenpark Avenue to the South Circular Road in line with the requirements of the Limerick City Development Plan 2010-2016 (as extended) and in accordance with the Draft Limerick/ Shannon Transport Strategy 2040.
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 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, raised tables, tight radii and change of surface materials.
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 of the apartments are minimised by incorporation of public hardscaped/landscaped areas between the footpath and the building line.
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 has adopted this approach.
Lighting	Street lighting within the development will be provided to achieve the standards required by Limerick City and County Council. LED luminaires will be utilised and positioned to ensure a uniform lighting spread is achieved and

Design Element	DMURS Review
	ensure dark corners are avoided. This will ensure the development is attractive and safe during hour 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	Footway's 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 informal pedestrian crossings at all junctions and corners in order 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 between 3-4.5m 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	DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities. The proposed development includes cycle lane connectivity through the site to facilitate connecting the Dock Road via Log na gCapall and Greenpark Avenue to the South Circular Road in line with the requirements of the Limerick City Development Plan 2010-2016 (as extended) and in accordance with the Draft Limerick/ Shannon Transport Strategy 2040. The majority of the cycle provision within the residential element of 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. Cycle storage/parking facilities have been provided in accordance with the Development Plan and the requirements outlines in the 'Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities'.
Carriageway Width	The width of the majority of the "local streets" within the development is 5m with car parking accessed directly off the carriageway. Parking spaces are widened to 2.6m in order to maintain ease of access/egress. The link street has a width of 5.5m with a 2m wide cycle path and 2m wide footpath either side of the street.

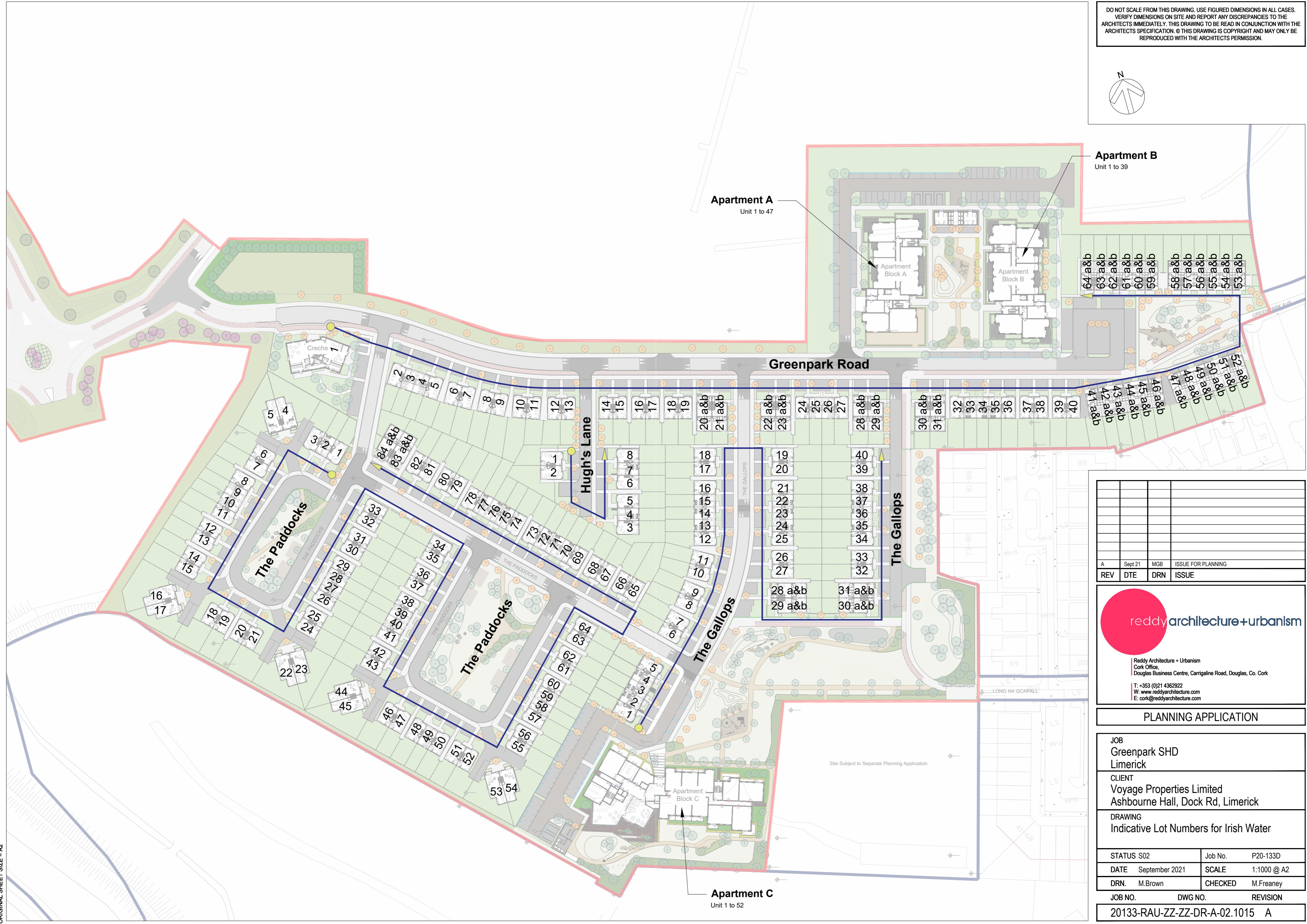
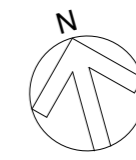
Design Element	DMURS Review
Carriageway Surface	The surface materials of the local streets havw colour/pattern changes where pedestrian activity is dominant, as stated in DMURS this should assist in achieving low speeds i.e. <30kph.
Junction Design	The junctions are designed with reduced kerb radii.
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 ramps, raised tables, tight radii and change of surface materials.
Kerbs	DMURS provides indicative kerbs heights of between 50-75mm or less for local streets with lower design speeds. The local street will have a kerb height of 75mm. The kerb height on Link Street 1 and 2 will be 125mm.
On-Street Parking / Loading	In providing the required number of parking spaces adjacent to dwellings, DMURs measures have been adopted: <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 also been addressed for safety by way of a Stage 1 Road Safety Audit.

3 Conclusion

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

Appendix A Architectural Site Layout Plan

DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS IN ALL CASES. VERIFY DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECTS IMMEDIATELY. THIS DRAWING TO BE READ IN CONJUNCTION WITH THE ARCHITECTS SPECIFICATION. © THIS DRAWING IS COPYRIGHT AND MAY ONLY BE REPRODUCED WITH THE ARCHITECTS PERMISSION.



Apartment B
Unit 1 to 39

Apartment A
Unit 1 to 47

Apartment C
Unit 1 to 52

REV	DTE	DRN	ISSUE
A	Sept 21	MGB	ISSUE FOR PLANNING

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PLANNING APPLICATION

JOB
Greenpark SHD
Limerick

CLIENT
Voyage Properties Limited
Ashbourne Hall, Dock Rd, Limerick

DRAWING
Indicative Lot Numbers for Irish Water

STATUS	S02	Job No.	P20-133D
DATE	September 2021	SCALE	1:1000 @ A2
DRN.	M.Brown	CHECKED	M.Freaney
JOB NO.	20133-RAU-ZZ-ZZ-DR-A-02.1015	DWG NO.	A

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