



DMURS Compliance Statement

for **Proposed Housing Development, Portumna, County Galway**

On behalf of **Galway County Council**

Prepared by

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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 is a housing development at St. Joseph's Road, Portumna, County Galway. The development consists of 38 new dwellings consisting of:

- 10 No. 2-bed Houses
- 26 No. 3-bed Houses
- 2 No. 4-bed Houses

The land surrounding the immediate site is mixed containing residential and agricultural.

The proposed layout for the development has been reproduced in sketch format in **Figure 2.1** and is detailed in the series of drawings as submitted with this application.

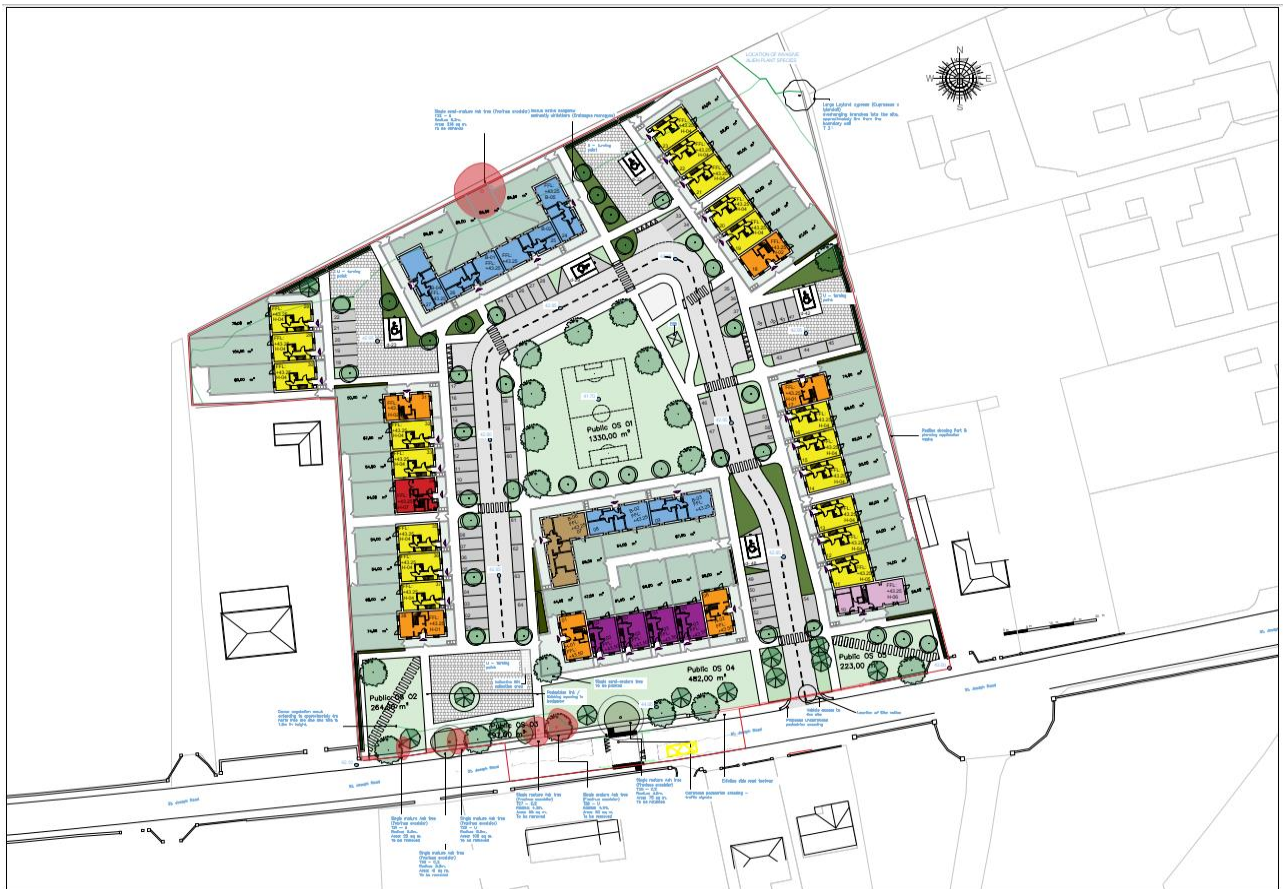


Figure 2.1: Proposed Site Layout

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

In terms of transportation, the key features of the proposed development are as follows:

Junctions

Reduced corner radii and carriageway widths promote lower speeds throughout the development. **Figure 4.1** below is an extract from DMURS showing the benefits of tighter junction radii. The development junctions have been detailed with Corner Radii in accordance with DMURS.

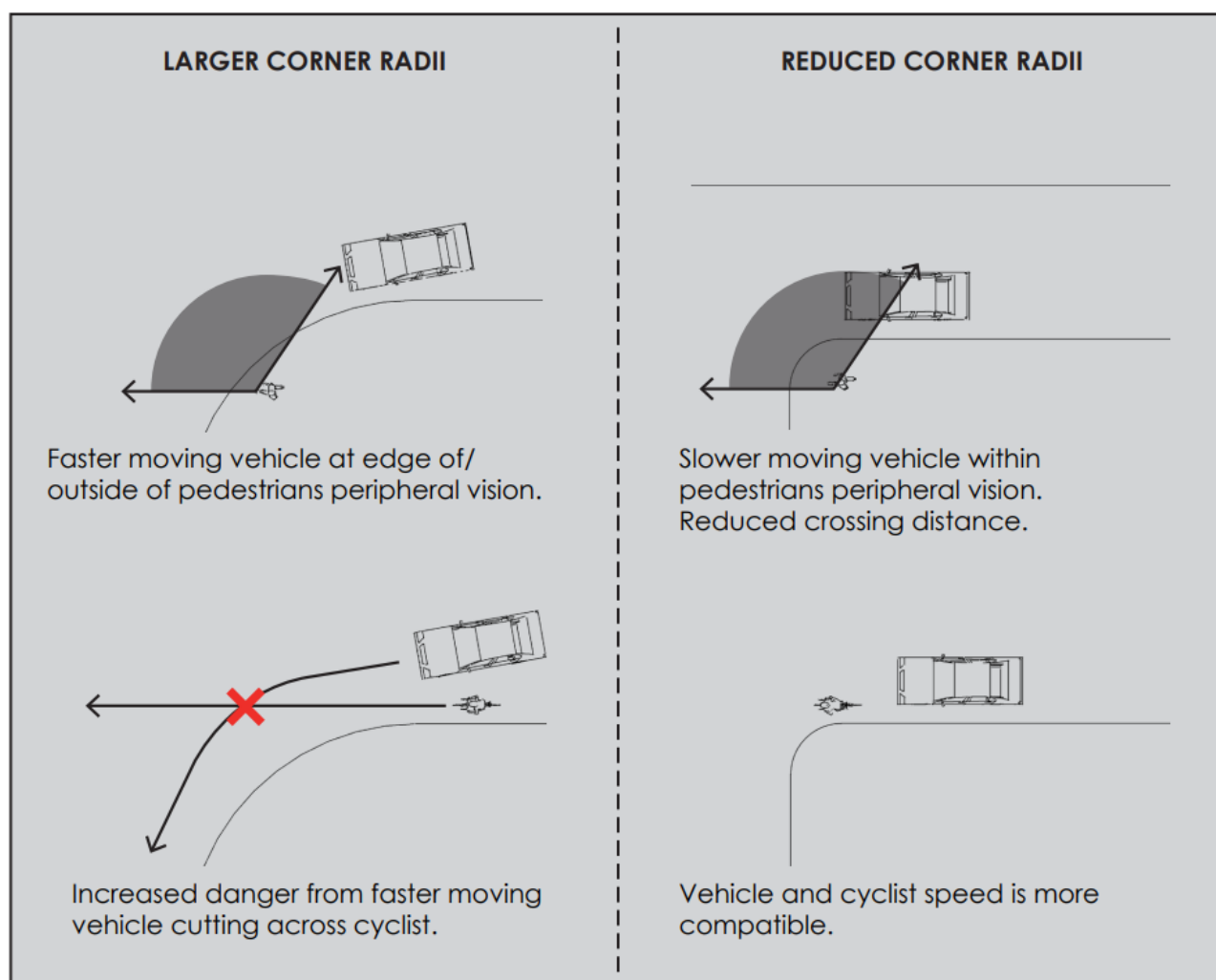


Figure 4.1: DMURS Extract on Benefits of Reduced Corner Radii

Cyclists

Cyclists will be sharing the road with vehicles due to anticipated light traffic and speed. **Figure 4.2** from DMURS shows that roads with a design speed of 30kph or less and with 10,000 Average Annual Daily Traffic volume or less shows that a shared street is acceptable.

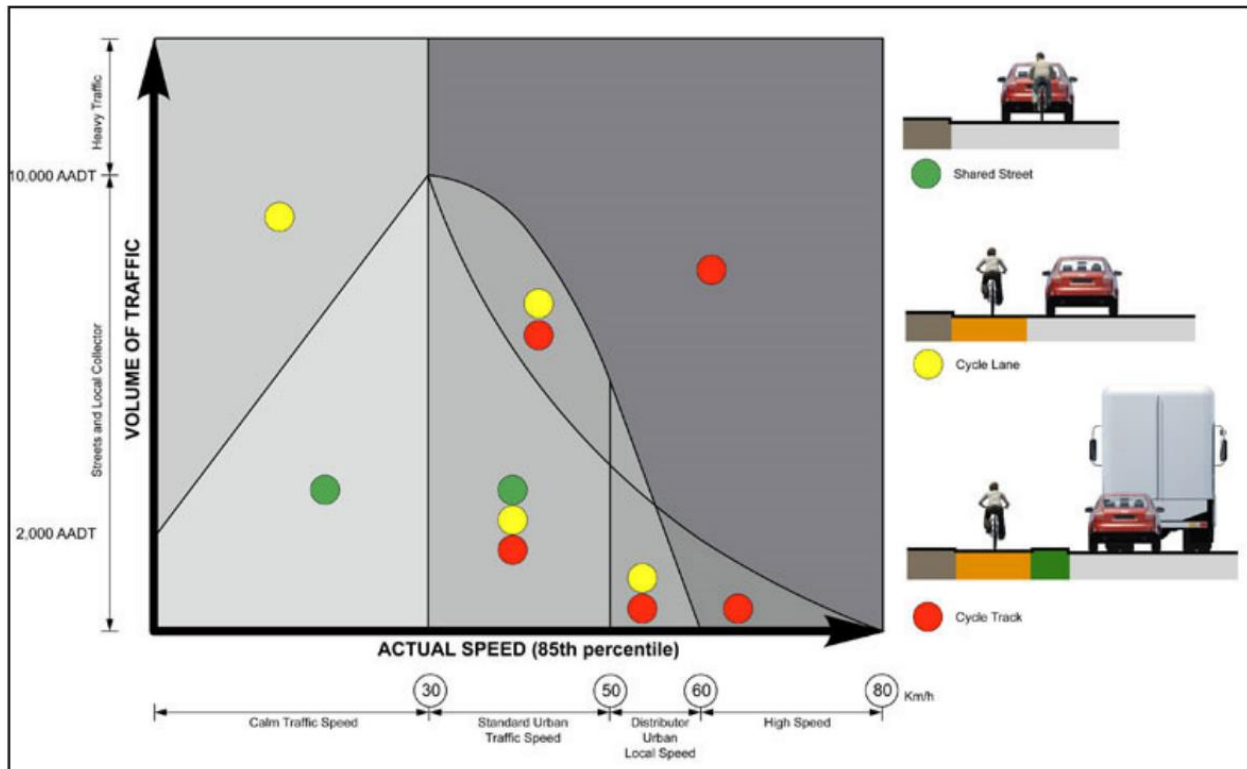


Figure 4.2: National Cycle Manual Guidance Graph

Pedestrians

The width of the footpaths is determined by reference to DMURS Section 4.3.1 with a minimum required width of 1.8m based on the space needed for two wheelchairs to pass each other. However, a footpath width of 2m has typically been provided throughout the development.

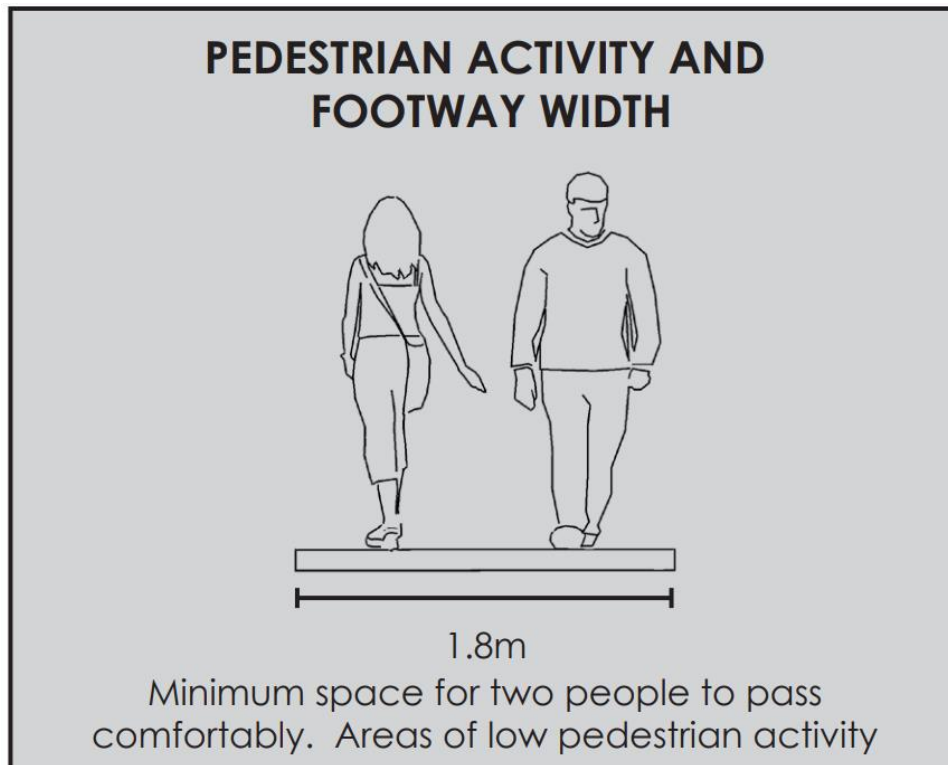


Figure 4.3: DMURS Footway Width

Pedestrian links are proposed from the development to the existing paths on the R352. There are also zebra crossing provided throughout the development.

Sightlines

The development junction with the R352 is within an 50kph speed-limit and sightlines in accordance with DMURS principles are available.

Multifunctional Streets

The roads alignment design throughout the proposed development consists of one main spine road teeing with the R352. There are several turning heads provided throughout the development. The development has been designed to include parking spaces adjacent the dwellings. The design team have updated the layout in line with problems identified in the Road Safety Audit. The general design meets the guidance outlined in DMURS. Given the constraints the layout provides a development of high standard which incorporates spatial requirements and takes into account relevant plans and policies. Therefore, we are satisfied that the now proposed design addresses all issues raised by the various disciplines and following integration of all design members meets the requirements / guidance of DMURS.

5. Conclusion

Taking the above into consideration, the proposed development has incorporated a series of design measures to promote more sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS and all other relevant guidance.

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).