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LANDS AT ELMFIELD 9TH LOCK ROAD, CLONDALKIN THORNMEADOW DEVELOPMENTS

DMURS COMPLIANCE REPORT

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Date: AUGUST 2026

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DOCUMENT REVIEW SHEET

DOCUMENT NO: GK-25126

(v1.1) 08/2026

**Project Client:** Thornmeadow Developments.**Project Title:** Lands at Elmfield, 9th Lock Road**Project Number:** 25126**Document Title:** DMURS Compliance**Document File Ref.:** 25126-03

Rev.	Date	Issued to	Prepared by	Checked by	Approved by	Comments
0	08.2026		SOC	LG	LG	
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CONTENTS

1	Introduction	1
2	DMURS Review	2
3	Conclusion	4

1 Introduction

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:

- Prioritize pedestrians and cyclists in urban settings without unduly compromising vehicular movement.
- Provide good pedestrian permeability and connectivity in urban environments in order to encourage walking.
- Implement speed reduction measures to provide safe interaction between pedestrians, cyclists and motorists.
- 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.

The scheme proposals at the Lands at Elmfield, Clondalkin 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.

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2 DMURS Review

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 horizontal deflections, narrow carriageways, reduced visibility splays, tighter corner radii and large hard and soft street scape. The proposals have also been assessed 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 surrounding areas. Especially an East – West linkage through the site
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. Dedicated turning facilities have been provided where necessary in cul de sacs
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 short lengths of straight road, tight radii and change of surface materials.
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 and will continue to do so at detailed design stage.
Lighting	The street lighting within the development will be provided to achieve the standards required by SDCC. 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 hours 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 as illustrated on Architectural drawings included in the planning documentation.

Design Element	DMURS Review
Footways	Footways 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.
Corner Radii	Corner radii of "local streets" within the development are typically shown as minimum 6.0m 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.
Shared Surfaces	Shared surface streets and junctions are integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. In the context of the proposed development, DMURS recognises the use of shared surfaces where "movement priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood". Shared surfaces have been provided at various locations throughout the site. Only infrequent vehicle use (refuse trucks/resident access) is expected in these areas.
Carriageway Surface	The surface materials of the shared surface areas have colour 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 for a 30kph speed limit.
Traffic Calming	Traffic calming is achieved by horizontal and vertical deflections and colour changes of the surface materials. Further vertical deflections will be incorporated at detailed design stage in line with the recommendations of the Stage 1 Road Safety Audit

On-Street Parking / Loading	In providing the required number of parking spaces dwellings, DMURS measures have been adopted: 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 transport planners.

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.