

**Popes Hill LRD, Popes Road, Cork**

**DMURS Compliance Statement**

**244132-PUNCH-XX-XX-RP-C-008**

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## Document Control

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## 1 Introduction

This DMURS compliance statement was prepared for a proposed Large-scale Residential Development (LRD) at a site located at Popes Road, Blackpool, Cork City, and provides a review of the proposed development regarding compliance with guidelines in the Design Manual for Urban Roads and Streets (DMURS). The overarching principals of DMURS are addressed initially and followed by compliance with specific DMURS design elements.

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 Existing Site Usage

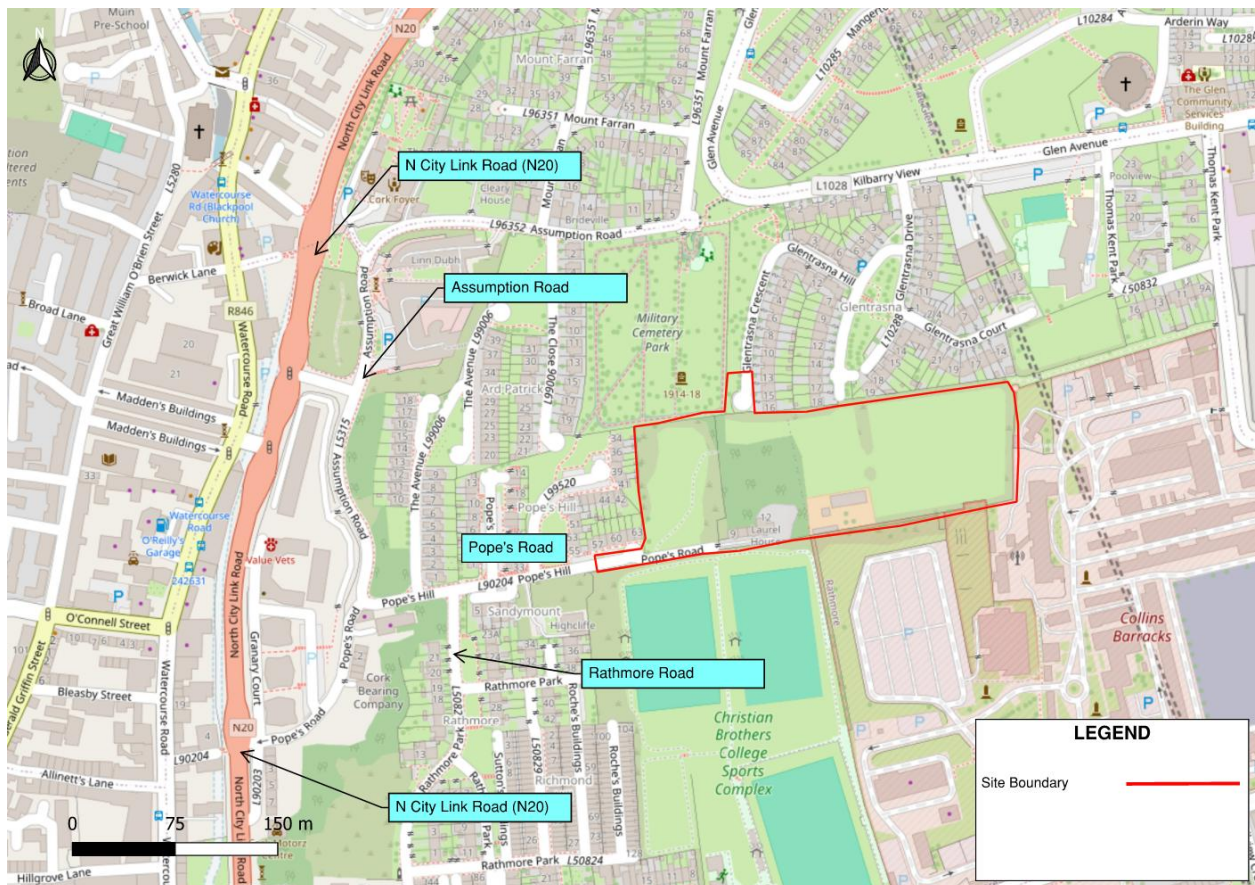
The site of the proposed development is a mostly greenfield site with approximately 2.581 hectares in area. The area has been studied since 2018. There are two planning application on the referenced site, which the application under number 18/37997 was refused on the 20<sup>th</sup> of September 2018, for the demolition of 4 dwellings, the construction of 27 no. dwellings, connection to the public services and all associated. However, a second application was submitted under the number 19/38320 and was granted on the 1<sup>st</sup> of October 2019 for the demolition of 4 No. dwellings, the construction of 20 No. dwellings, connection to public services and all associated site works, subject to conditions. No works have progressed on the site related to the above planning applications.

One of the existing dwelling houses on the site is occupied with the other 3 dwelling houses derelict for some time. The existing access to the dwelling houses is at a gradient of 10% with gradients of 7-8% on Popes Road west of the site.

The site is bounded by the Glentrasna residential area and Military Cemetery to the north, Christian Brothers College (CBC) sportsgrounds and Collins Barracks carpark to the south, Popes Hill residential area to the west and Collins Barracks Military Museum to the east and southeast. The N20 North City Link Road is located to the west of the site.

The site's topography includes significant elevation changes, with an approximate 25-meter fall from east to west and 8-meter level difference from north to south. The site then falls diagonally from the southeast corner to the northwest corner towards the Military Cemetery at an overall approximate gradient across the site of 10%.

The site can currently be accessed via existing entrance off Popes Road to the southwest. The national N20 primary road is 400m (1 minute drive) from the site. The site location is shown in figure 2-1 below.



**Figure 2-1: Site Location of the Proposed Development**



### 3 Proposed Development

The proposed works are outlined in a series of architectural drawings prepared by Reddy Architecture + Urbanism and engineering drawings prepared by PUNCH Consulting Engineers and supplied to accompany this report.

The proposed development will consist of a Large-Scale Residential Development (LRD) on a site at Pope’s Hill, Pope’s Road, Blackpool, Cork City which will include the demolition of a terrace of 4no. existing dwellings, 3no. of which are derelict, and ancillary sheds and their replacement with 1no. single-storey 3-bed detached bungalow accessed via a modified private driveway; and the construction of 103no. dwellings to include 50no. townhouses and 53no. duplex apartments. A total of 104no. dwellings are proposed, accessed via Pope’s Road. The proposed development will also include a creche with rear garden and front set down area; 104no. car parking spaces and 128no. cycle spaces; internal roads and pathways; hard and soft landscaping, including boundary treatments; retaining walls; 2no. pedestrian connections with Glentrasna Park to the north; and all associated site development, landscaping and boundary treatment, and drainage works, including SuDS.

Access to the proposed development will be in the form of one vehicular, cyclist and pedestrian entrance and two separate pedestrian entrances. The main entrance along Popes road with a vehicular and cyclist entrance and dedicated pedestrian access that extends to the southeast boundary of the site. There will be also 2 pedestrian access connecting to Glentrasna Park residential estate on the north boundary of the site.

The proposed layout for the development is detailed in the series of drawings by Reddy Architecture + Urbanism accompanying this report, and an extract is included in the figure 3-1 below.



Figure 3-1: Proposed Site Layout

## 4 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 Guidance
Place Function	<p>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”.</p> <p>The proposed development incorporates the desires of DMURS in this context, including:</p> <ul style="list-style-type: none"> <li>• vertical deflections,</li> <li>• narrow carriageways,</li> <li>• minimised signage and road markings,</li> <li>• compliant visibility splays,</li> <li>• tighter corner radii,</li> <li>• and large hard and soft street scape.</li> </ul>
Street Layout	<p>DMURS looks to encourage: “layouts that maximise the number of walkable/cyclable routes between destinations”.</p> <p>The proposed development adopts this ethos by the provision of permeable pedestrian routes and cycle route throughout the confines of the development.</p> <p>Popes Road will allow for vehicle/cyclist access to the site. There will be two dedicated pedestrian access connecting Glentrasna Park to the north of the site.</p>
Traffic Congestion	<p>DMURS recommends the use of permeable traffic-calmed networks, as “the most balanced way of addressing traffic congestion”.</p> <p>A traffic calming strategy focused on the prioritisation of pedestrian movement is employed throughout the development. There is designated parking areas conveniently located throughout the site facilitating seamless connectivity with the local road network.</p>
Approach to Speed	<p>DMURS 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 using short lengths of straight road, tight radii and change of surface materials.</p> <p>The design speed within the proposed development is 30km/h.</p> <p>The main access route through the development includes for speed restricting bends with lengths of straight road limited to 60m.</p>
Signage and Line Marking	<p>DMURS notes that minimal signage is required on local streets due to their low speed and low movement function.</p>

	The development has adopted this approach.
Lighting	<p>The lighting guidelines in DMURS have been superseded owing to the rapid advancements in LED lighting technology.</p> <p>The street lighting within the development will be provided to achieve the standards required by Cork City Council. 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 hour of darkness.</p>
Materials and Finish	<p>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’.</p> <p>The range of proposed materials for this development is in line with the requirements of DMURS as illustrated on the Architect and Landscape Architects Design’s drawings included in the planning documentation.</p>
Footways	<p>Footways widths are a minimum of 2.0m in compliance with DMURS for the space.</p> <p>High quality and slip resistant materials will be used and gradients are sufficiently shallow to make the development accessible for users of all abilities.</p> <p>The site features significant topographical challenges with falls diagonally from the southeast corner to the northwest corner towards the Military Cemetery at an overall approximate gradient across the site of 10% to 12.5%. the layout designed to provide for typical maximum footpath longitudinal gradients of 1:20 (5%). At the entrance to the development at the Popes Road the existing section of road leading to the existing houses is at a gradient of 1:10 (10%). A trunk 600mm diameter watermain traverses this part of the site with minimum cover over the pipe. The gradient of 1:10 (10%) is retained along the front of the Creche and Block B as a result of the site constraints in this area of the development.</p>
Pedestrian Crossings	<p>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”.</p> <p>In addition, in accordance with the Cycle Design Manual, pedestrian and cycle crossings have been prioritized by designing them to be safe, convenient, and easily navigable. The focus is on minimizing conflict with vehicles, providing direct routes, and ensuring both groups are given priority in high-traffic areas.</p>
Corner Radii	<p>DMURS states that “where turning movements occur from an Arterial or Link street into a Local street maximum corner radii may be reduced to 4.5m.”</p> <p>Corner radii of the road entrances to the development is shown as minimum 6.0m in compliance with DMURS best practice for “occasional larger vehicle” access.</p>
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



	<p>priorities are low and there is a high place value in promoting more liveable streets such as on local streets within neighbourhood”.</p> <p>The proposed development will have shared surfaces on streets with reduced vehicles activity, promoting pedestrians and cyclists activity. This thoroughfare would provide a blended streetscape with the appropriate visual cues, signage, and wayfinding to promote appropriate shared path etiquette.</p> <p>The design features listed have been incorporated into the proposed development to encourage the sharing of space.</p>
Cycle Facilities	<p>DMURS references the National Cycle Manual (NCM) in terms of the provision of cycling facilities.</p> <p>Dedicated cycle storage facilities are provided in accordance with the Cork City Development Plan 2022-2028.</p>
Carriageway Width	<p>The width of the road carriageway and aisle width is between 4.8m and 6m to facilitate two-way vehicular traffic and the relevant design vehicle turning manoeuvres (i.e. fire tender and refuse vehicle).</p>
Carriageway Surface	<p>The surface materials of the shared surface areas should have colour changes where pedestrian activity is dominant as this should assist in achieving low speeds i.e. &lt;30kph.</p> <p>The surface materials of the shared surface areas have colour changes where cyclist/pedestrian activity is dominant.</p>
Junction Design	<p>The junctions should be designed with reduced kerb radii.</p> <p>All the junctions of the proposed development were designed considering only few larger vehicles with corner radii from 3 to 6m, to allow for the efficient vehicular traffic movement and safer pedestrian and cyclist crossings. Corner radii at cul-de-sacs junctions is shown as 3.5m for local streets.</p>
Forward & Junction Visibility	<p>Clear adequate visibility splays on both the horizontal and vertical planes of all internal and external junctions shall be maintained.</p> <p>Forward and junction visibility is provided in compliance with DMURS.</p>
Traffic Calming	<p>DMURS highlights that traffic calming features should be provided “on longer straights where there is more than 70m between junctions”.</p> <p>No straights of more than 70m are proposed within the development.</p>
On-Street Parking / Loading	<p>No on-street parking is proposed for the development. All parking will be accommodated within designated car parking areas. The amount of car parking spaces provided is consistent with Cork City Development Plan 2022-2028.</p>
Multi-disciplinary Design Team	<p>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, landscape architects; civil engineers; and transport planners.</p>
Road Safety Audit	<p>A Road Safety Audit (RSA) will be procured as part of the preliminary design stage of this project.</p>

## **5 Conclusion**

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