

Ballymore Developments Ltd.

**Lands at the Naas Racecourse, Naas,
Co. Kildare**

Urban Design Report - DMURS Statement
of Compliance
(Planning Submission)

2431-DOB-XX-SI-RP-C-0003

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1 Introduction

Donnachadh O'Brien & Associates Consulting Engineers Ltd. (DOB&A) have been instructed by the Client, Ballymore Developments Ltd., to prepare DMURS Statement of Compliance to accompany an LRD Planning submission to Kildare County Council (KCC) for the proposed Large Scale Residential Development (LRD) on lands at the Naas Racecourse, Naas, Co. Kildare.

A key requirement of the proposed development is the delivery of a portion of The Gallops Avenue Extension through the racecourse lands. DOB&A have had extensive informal discussions with Kildare Co. Co. Roads Department in relation to the proposed extension to The Gallops Avenue, which will connect to Tipper Road to the existing Gallops Road. Improved Vulnerable Road Users (VRU) facilities are provided between the Gallops Avenue and the Dublin Road junction. It has been demonstrated that the proposed VRU facilities can tie into the future Dublin Road Active Travel scheme to be delivered by KCC. The road aligns in principle with the previous KCC Part 8 design but provides a tree lined boulevard road with new access locations to the proposed residential development and to Naas Racecourse. The alignment and principle of the road, including the VRU connectivity adjacent to and through the existing Gallops Avenue, have been discussed and agreed in principle with Kildare Co. Co. Roads department.

1.1 Purpose of Report

This Statement of Compliance has been prepared in response to the LRD Opinion Item No. 3 under 32D (2)(a) and item 5 a under 32D (2)(b) to demonstrate that the proposed development has been designed in accordance with the principles, objectives and guidance set out in the Design Manual for Urban Roads and Streets (DMURS).

DMURS advocates a context-led, place-based approach to the design of urban streets, prioritising the needs of pedestrians, cyclists and public transport users, while accommodating vehicular movement in a safe and proportionate manner. The proposed development has been informed by these principles from the outset of the design process.

1.2 Status of DMURS

DMURS is a Statutory Guidance Document issued jointly by the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government. In accordance with Section 28 of the Planning and Development Act 2000 (as amended), Planning Authorities and An Coimisiún Pleanála are required to have regard to its provisions in the assessment of development proposals.

2 DMURS Core Principles

The Design Manual for Urban Roads and Streets (DMURS) represents a fundamental shift away from traditional, vehicle-dominated road design towards a place-led, people-focused approach to urban streets. The manual recognises that streets serve a wide range of functions beyond movement, including social interaction, economic activity, recreation and placemaking.

DMURS is underpinned by the following key principles, all of which have informed the design of the proposed development. Each of these key principles will be outlined in the following chapter, and the compliance of same with the proposed development will be discussed.

2.1 Place before Movement

DMURS recognises that streets are multi-functional public spaces which contribute significantly to the character, identity and liveability of urban areas. The design approach for the proposed development, therefore, places a strong emphasis on the creation of streets as places, supporting:

- Social interaction and community activity
- Passive surveillance and natural overlooking
- High-quality public realm and streetscape
- A coherent relationship between buildings and streets

The street layout at the subject development has been developed concurrently with the architectural and landscape design to ensure an integrated and holistic outcome. In accordance with DMURS, the design of the street network has been guided by the following movement hierarchy:

- Pedestrians
- Cyclists
- Public transport users
- Service vehicles
- Private vehicles

This hierarchy is reflected in the prioritisation of footpath continuity, pedestrian crossing points, cycle permeability, and the application of traffic calming measures to manage vehicle speeds.

The subject development provides the same connectivity in terms of pedestrian movement and desire lines in order for the pre- and post-development scenarios to be replicated. In this instance, the use of footpaths, shared surfaces/home zones and open spaces has been designed strategically to accommodate these.

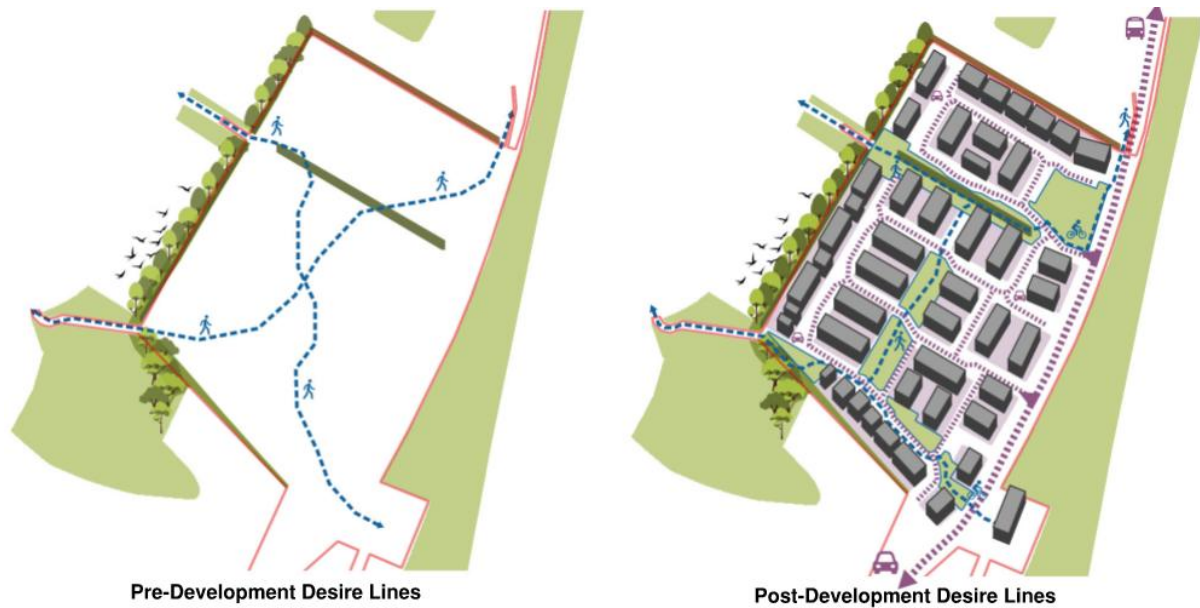


Figure 1 Proposed Pedestrian Desire Lines Through the Site (Source: Architectural Design Statement)

2.2 Context-sensitive street design

DMURS requires streets to be designed in response to their urban context, rather than applying standardised cross-sections. The proposed streets have been classified based on their function, character and surrounding land uses, taking account of:

- Adjacent development density and frontage conditions
- Anticipated levels of pedestrian and cyclist activity
- Connectivity within the wider street network

Street typologies have been selected to reflect these contextual considerations and to support a coherent and legible hierarchy throughout the site. The subject site consists of 2 No. access points onto the new proposed Gallops Extension. The access roads are classified as Link Roads, consisting of a 6.0m wide surface with 2.0m wide raised footpaths on either side. The Local Streets spur directly off the Link Road and consist of a 5.5m wide surface with 2.0m wide raised footpaths. Finally, shared surfaces are used at short cul-de-sac areas or with roads adjacent to a public open space. These are 4.8m wide, with a 1.2m wide on-grade refuge zone. The shared surfaces have a combined overall width of 6.0m to facilitate vehicular reversing movements as required in the DMURS, as well as providing a carriageway width which is wide enough to enforce sufficient separation between the relevant utilities within the roads. In these cases, where there are no formal footpaths, a 6.0m minimum carriageway width is required.

The figure below indicates the proposed Hierarchy for the Scheme. Please also refer to DOB&A Drawing No. **2431-DOB-XX-SI-DR-C-0500 Proposed Site Layout** for further information.



Figure 2: Proposed Roads Hierarchy (Source: DOB&A Drawing 2431-DOB-XX-SI-DR-C-0500_Pr. Site Layout)

Further, the hierarchy shown above, the subject site has also provided on-street parallel parking along the Link Road to further naturally enforce slower zones.

2.3 Pedestrian and cyclist priority, permeability and connectivity

DMURS places significant emphasis on the quality, continuity and safety of the pedestrian environment.

In this regard, the proposed development provides:

- Continuous footpaths along all streets
- Direct and legible pedestrian routes
- Minimise detours and unnecessary level changes
- Frequent crossing opportunities at desire lines
- High-quality surface materials and finishes

Footpath widths have been designed to reflect anticipated pedestrian volumes and the character of the streets, in accordance with DMURS guidance

The proposed development has been designed in accordance with the principles of Universal Design, ensuring that streets and public spaces are accessible to all users, regardless of age or ability.

Measures include:

- Level or gently graded pedestrian routes - Any of the proposed footpaths has been designed to be in compliance with universal access standards and have longitudinal gradients no steeper than 1:21 and crossfalls generally at 1:40.
- Dropped kerbs at crossing points – at all crossing points, a flush dropped kerb has been provided to ensure universal access.
- Tactile paving where appropriate - all junctions and pedestrian desire lines have been reviewed and appropriate crossing locations provided.
- Clear delineation between pedestrian and vehicular areas – It is proposed to have shared surfaces and vertical deflections throughout the development at a raised level (75mm high) and is clearly delineated by the use of coloured tarmac.

This approach ensures that the street environment is inclusive and legible for all users. DMURS supports the integration of cycling within the urban street environment through appropriate design measures rather than reliance on signage alone. The proposed development facilitates cycling by:

- Providing low-speed street environments suitable for shared use – The development has been designed with internal design speeds of 30kph; however, the addition of horizontal and vertical deflections throughout the development further decreases the speed naturally.
- Ensuring permeability and continuity of cycle routes – the subject site has segregated cycling facilities all along the new proposed Gallops extension. Refer to DOB&A Drawing No's **2431-DOB-XX-SI-DR-C-0500 Proposed Site Layout**

- Connecting with existing and planned cycle infrastructure in the wider area - the subject site proposal provides shared cycling facilities within the residential site and segregated cycling facilities all along the new proposed Gallops extension. Refer to DOB&A Drawing No's **2431-DOB-XX-SI-DR-C-0500 Proposed Site Layout**

2.4 Reduced vehicle speeds through design

Consistent with DMURS guidance, the design of the street network seeks to achieve low vehicular speeds through design, rather than enforcement. The subject development proposal allows for traffic calming to be achieved through:

- Reduced carriageway widths – A clear hierarchy is designed as part of the scheme, as mentioned in Section 2.2 of this report.
- Horizontal deflection and alignment – The road layout is designed in such a manner ensuring that there are no sections exceeding 70m in length without horizontal deflections.
- Tight corner radii at junctions – The corner radii at the subject development are designed to accommodate movements from larger vehicles (Refuse and Fire Trucks) as well as large estate vehicles. Internal junction corner radii vary between 3.0m and 6.0m, depending on the type of vehicle and the number of vehicles using the road.
- Raised tables and continuous surfaces – The road layout is designed in such a manner to incorporate raised junctions (75mm vertical deflections) and raised shared surfaces.

These measures contribute to a safer and more comfortable environment for vulnerable road users.

2.5 Integrated street design rather than road engineering solutions

DMURS recognises that on-street parking, when appropriately designed, can play a positive role in street design by contributing to activity, enclosure and traffic calming.

Within the proposed development:

- Parking is integrated into the street layout – It is proposed to have on-street parallel parking at strategic locations to ensure an integrated streetscape.
- Parking does not dominate the public realm – The locations of parking have been strategically placed to ensure that the streetscape is not dominated by parking, but rather promotes VRU usage as a primary.
- Accessible parking is conveniently located – Universal Accessible parking is located at strategic locations to keep the end user in mind.
- Clear pedestrian routes are maintained at all times – Pedestrian connectivity throughout the development has been prioritised.

The quality of the public realm is a key consideration of DMURS. The proposed development incorporates:

- A consistent palette of materials – Material changes throughout are kept at a minimum and are outlined in the Architectural Design Statement, submitted under separate cover.
- Street trees and planting to soften the street environment – Nature-based engineering drainage solutions and a well-designed landscape strategy have been prioritised throughout the development.
- High-quality lighting designed at a pedestrian scale – Street lighting throughout the development is designed to the relevant standards, ensuring pedestrian visibility.
- Street furniture located to avoid obstruction – Street furniture has been designed in such a way that it remains outside of the pedestrian/cyclist desire lines.

These elements contribute to the creation of a coherent and attractive street environment.

The proposed development reflects these principles by seeking to create streets that function as attractive, safe and legible public spaces, rather than solely as vehicular corridors.

DMURS promotes natural surveillance as a primary means of improving safety within urban environments. The proposed development achieves this through:

- Active frontages along streets – the proposed dwellings have been designed to have the entrances and windows facing directly onto roads, encouraging active street frontages.
- Buildings addressing the public realm – all public open spaces have been designed to ensure passive surveillance occurs from the proposed dwellings facing onto the open space.
- Minimisation of blank façades – As far as possible, windows has been added to facades overlooking the public realm. Please refer to the Architectural Design Statement and Drawings submitted under separate cover.
- Appropriate lighting levels - Street lighting throughout the development is designed to the relevant standards, ensuring pedestrian visibility.

This approach supports both actual and perceived safety.

3 Compliance and Conclusion

The proposed development has been designed in accordance with the principles and guidance set out in DMURS. The street network prioritises pedestrians and cyclists, responds positively to its urban context, and delivers streets that function as high-quality public spaces.

Psychological and physical traffic calming measures have been adopted within the proposed site layout to balance the functional needs of various carriageway users, in particular Vulnerable Road Users (VRUs), as follows;

- The creation of a self-regulating street environment through the introduction of shared surfaces, on-street parking, reduced corner radii, reduced visibility splays and staggered junctions,
- Limiting straight sections of roads to a maximum of 70m through the introduction of horizontal deflections coupled with vertical deflections in the form of raised table tops where required,
- The use of minimal signage and line markings along internal streets, with such treatments used sensitively throughout and predominantly at key nodes and transition areas with adjoining streets,
- The provision of footpath widths no less than 2.0m is proposed throughout the scheme, with tie-ins provided to existing external pedestrian routes.
- Appropriate, clear, unobstructed visibility splays are provided at all internal nodes, which have been fully coordinated with the Architect, Landscape Architect and Public Lighting designer.
- Well-designed and frequently provided pedestrian crossing facilities are provided along key travel desire lines throughout the scheme. All uncontrolled crossings are provided with either dropped kerbs and tactile paving or flat raised table top treatments, thereby allowing pedestrians to informally assert a degree of priority.
- All uncontrolled informal pedestrian crossing facilities will be a minimum of 2.0m wide, coupled with tactile paving and dropped kerbs,
- The materials used in shared surface areas will be varied to indicate that the carriageway is an extension of the pedestrian domain,
- Vertical deflections in the form of raised tables are strategically placed across the internal road network to promote lower speeds and enable pedestrians to cross at grade. The maximum height of these raised flat top treatments is designed to be 75mm,
- At any flat top pedestrian crossing/ traffic calming traffic table treatments, different surface material treatments are proposed to alert and subsequently influence driver behaviour and associated vehicle speeds,
- Kerb heights will be maintained at 125mm internally within the development,
- Cyclists will share the carriageway with other road users internally within the development,
- Designed pedestrian & cyclist connectivity to the adjacent lands.