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CIVIL & STRUCTURAL
CONSULTING ENGINEERS

DMURS Compliance Statement

Project: 24.145

Beaufort, Naas

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Prepared by:

BMCE
52-54 Lower Sandwith Street
Dublin 2
D02WR26

Prepared for:

McAuley Place
Sallins Road,
Naas Co.Kildare
W91 D62E

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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.

1.1 PROJECT DESCRIPTION

The development comprises the construction of a residential development for older persons located at 13 & 18 Sallins Road, Beaufort Cottage and Beaufort, Sallins Road, Naas West, Naas, Co. Kildare.

Beaufort (house) is proposed to be retained and repurposed to facilitate a community room for the proposed residents and the demolition of the non-original fabric alterations and additions is proposed. Demolition of the three existing terraced cottages fronting Sallins Road is proposed.

The residential development will provide 44 no. 1 and 2-bedroom units across 3 interconnecting 4 storey blocks on a 0.48ha site. The development will also include a single storey rear garden pavilion, a single storey plant room, associated communal and public open spaces and 4 surface car parking spaces. Additional car parking (20 spaces) will be made available within the existing town centre car park located opposite the site. A pedestrian crossing is proposed at the front of the site, across Sallins Road.

Vehicular access is proposed from Sallins Road via a right of way from Father Murphy's Terrace along the southern boundary. A bridge is proposed across the Mill Lane stream connecting the rear of the site with the Luisne Gardens public open space.

The location of the site is detailed within Figure 1-1.

Figure 1-1: Site location map (red line boundary is shown indicatively)

2. KEY DESIGN PRINCIPLES

2.1 GENERAL

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

3. COMPLIANCE WITH THE KEY DESIGN PRINCIPLES

3.1 DESIGN PRINCIPLE NO.1 – CONNECTED NETWORKS

"To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport."

- Presently, there is a single entrance to the site at the south-eastern corner which facilitates car, pedestrian and cycle access to the site. It is proposed that the development of the subject site will include a number of measures to improve access and permeability to the site for all users but particularly for pedestrian and cyclists.
- It is proposed to remove the current gates at the site entrance and replace with removable bollards for daytime operation. To the north of Beaufort House it is also proposed to form a new separate pedestrian / cyclist access – refer to Fig.1.1 below. Both these measures will provide increased and improved permeability from the Sallins Road to the east of the site through the site for pedestrian and cyclist use.
- The main vehicle access to the south of the site will be resurfaced to form a shared space giving priority to pedestrians and cyclists and improving the quality of the space and entrance.
- The central courtyard permits access for pedestrians and cyclists to both the northern and southern circulation routes providing excellent permeability through the site.
- Additional measures are proposed to the west of the site where pedestrians will be able to access the existing stream and cross a pedestrian bridge to access the existing Luisne Garden which is also operated by the applicant.

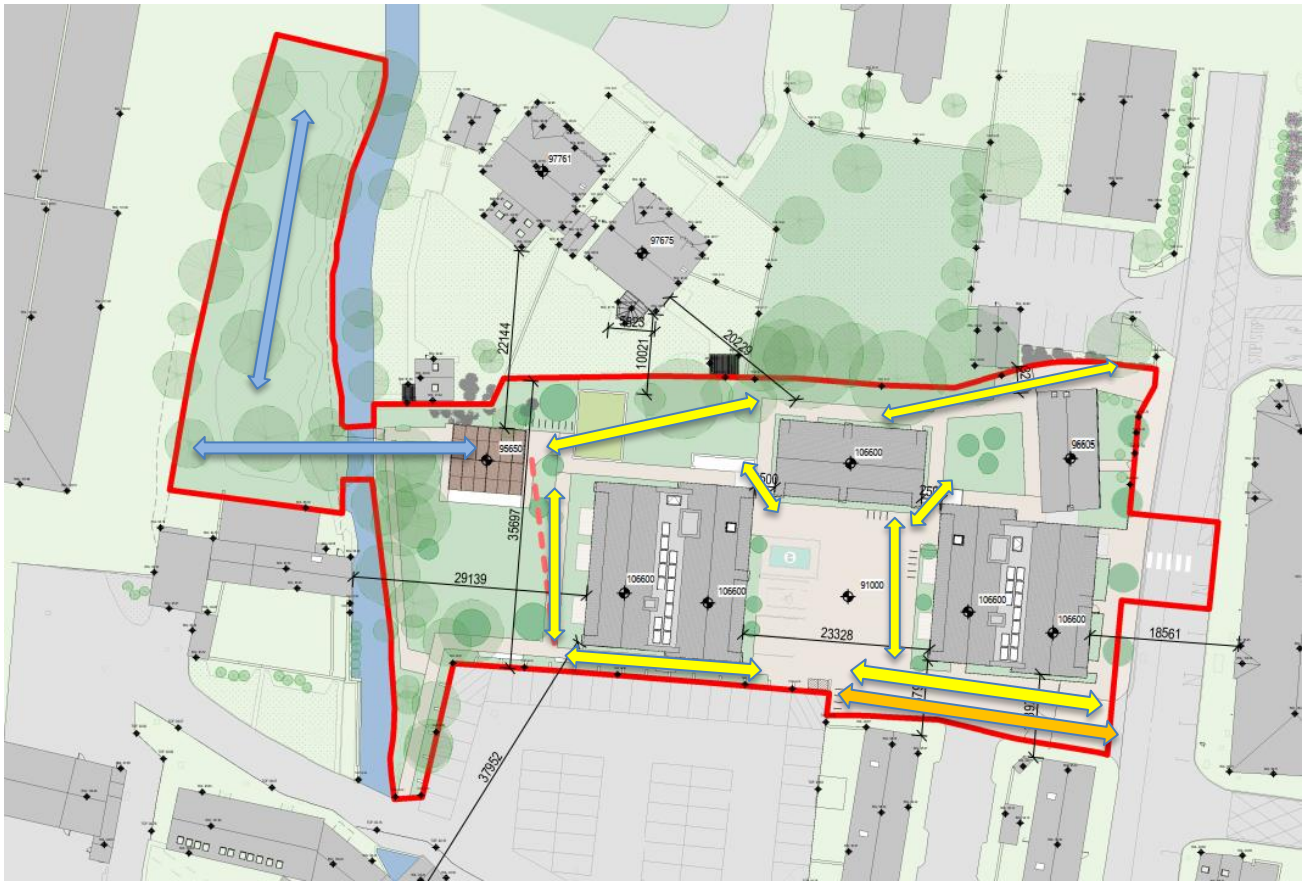

Fig.1.1 – Pedestrian, Cyclist and Vehicle access routes

Legend

Pedestrian and cyclist (shared surface) available routes

Pedestrian access

Vehicle route available

3.2 DESIGN PRINCIPLE NO.2 – MULTIFUNCTION STREETS

"The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment."

- The majority of the proposed development's external areas are car-free areas where pedestrians and cyclists are completely segregated from vehicular traffic.
- Pedestrians will be able to access the site from a number of locations along the Sallins Road and travel safely between the landscaped areas between the buildings.
- The main entrance at the south-east corner of the site will be permanently open to pedestrian and cyclists.

3.3 DESIGN PRINCIPLE NO.3 – PEDESTRIAN FOCUS

"The quality of the street is measured by the quality of the pedestrian environment."

- The proposed development has been carefully designed to ensure a strong focus on creating a vibrant and sustainable pedestrian environment which supports a sense of place.
- A high degree of pedestrian permeability and connectivity throughout the site is created by providing footways that connect the spaces between each block with all the main landscaped spaces connected to a universally accessible route – see Fig 1.1.
- Segregation and exclusion of vehicular traffic within the development also supports the sense of place. As pedestrians' progress into the development, the pedestrian routes are segregated from vehicular traffic by incorporating routes through the landscaped areas.
- As the car spaces associated with the proposed development are to be located at an adjacent public carpark, surface level parking is minimal and pedestrian movement is prioritized within an attractive landscaped environment.

3.4 DESIGN PRINCIPLE NO.4 – MULTIDISCIPLANARY APPROACH

"Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design."

- The design of the layouts involved close collaboration and coordination between the Architect, Structural/Civil Engineer, Landscape Architect and Mechanical & Electrical Engineer.
- The interaction between the Landscape Architect and the Civil Engineer was of particular importance to design a layout that created attractive pedestrian spaces whilst complying with the key roads design principles for vehicular users and permitting access for emergency vehicles.
- In addition to this interaction, the Architect and Civil Engineer provided designs to incorporate building access to the scheme that was integrated into the strategy of the landscaping, bike parking and desire lines for access and egress to buildings by non-motorised users.

4. CONCLUSION

- This statement of consistency sets out how the proposed development has been designed to achieve the objectives set out in DMURS (2019).
- 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).

Barrett Mahony Consulting Engineers

Dublin:
Sandwith House,
52-54 Lower Sandwith Street,
Dublin 2,
D02 WR26, Ireland.
Tel: +353 1 677 3200

London:
12 Mill Street,
London, SE1 2AY,
United Kingdom
Tel: +44 203 750 3530.

Sofia:
19 Yakubitsa Street,
Lozenets,
Sofia 1164,
Bulgaria
Tel: +359 2 494 9772

WWW.BMCE.IE