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Project title	Old Fort Road, Ballincollig - Proposed Residential Development	Job number	273486-00
cc	Cora Savage, MHP	File reference	4.2
Prepared by	Clifford Killeen (Cork)	Date	5 May 2020
Subject	Proposed Residential SHD at Old Fort Road, Ballincollig, Cork - Design Manual for Urban Roads and Streets - Compliance Statement		

1 Introduction

O'Flynn Construction Co. Unlimited Company propose to submit a Strategic Housing Development (SHD) application at the Old Fort Road, Ballincollig, Cork. The development will comprise 123 apartments in three individual blocks, and all associated ancillary development works. A crèche will also be included within the scheme. The development site will be accessed directly from the Old Fort Road.

1.1 DMURS Compliance

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government in 2013 and revised 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.

The proposed development site is located within Ballincollig town centre, approximately 8km west of Cork City Centre. The site is accessed directly from the Old Fort Road and is a short walk from the R608 Main Street within Ballincollig town centre itself.

Ballincollig is well-served by public transport, with the 220 Bus Éireann service operating every 15 minutes for 24-hours every day to and from Carrigaline, via the city centre (as of January 2019). This places the city centre within a very reasonable commute distance by public transport. The city centre is also within a reasonable easy cycling distance.

The site is well-placed to avail of pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy (CMATS), which has proposed a mass transit system over the lifetime of the strategy to link Ballincollig to Mahon, via the city centre (proposed as Bus Rapid Transit in the medium-term, and upgraded to Light Rail Transit in the longer-term). The site will therefore have easy access to bus services and to the mass transit system.

Technical Note

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Cycle network facilities within the site vicinity include on-road cycle lanes along the R608 Main Street, connecting the eastern side of Ballincollig town centre with the Poulavone Roundabout. From here, a combination of on-road and off-road cycle facilities continue along the majority of the N22 as far as the city centre.

These cycling facilities provide an attractive connection to and from the city centre from the site. Pending cycle network proposals arising from CMATS will include primary and secondary cycle network facilities and an inter-urban connection from Ballincollig to the city centre along Inniscara Road and the Lee Road.

Vehicle access to the site will be via one distinct access point on the Old Fort Road to the east of the site boundary. The site frontage along the Old Fort Road has been developed and set-back sufficiently to allow a continuation of the existing pedestrian and cycle facilities that are in place either side of the site and to ensure continuity of these facilities. The raised adjacent cycle lane that passes the site boundary will be continued through the proposed site access junction, with priority over vehicle movements in and out of the site.

Pedestrian access and movement will be facilitated along the site boundary on Old Fort Road, with a high degree of permeability into and through the site.

With the exception of a minor allocation of set-down parking along the site frontage for the associated crèche, all residential parking is provided at a basement level beneath the ground floor level of the scheme. A total of 98 spaces are proposed for residential purposes, far below the maximum allowable quantum within the Cork County Development Plan (151 spaces). Furthermore, a total of 272 bicycle parking spaces are proposed throughout the development.

Thus, at 'street level' within the site, pedestrian and cyclist permeability and priority will be well-established over the private car. The site has been developed in a 'block' type formation, which allows for a high standard of permeability and connectivity through the site along the internal streets within buildings (which will be vehicle free).

Outside the site, at the junction with the Old Fort Road, a table-top arrangement is proposed to encompass the site access junction, the Old Fort Road and the opposing junction into the Castle West shopping centre. In tandem with this, associated landscaping works will act as traffic calming features either side of the pedestrian crossing and these measures collectively will reinforce the pedestrian in the hierarchy of movement.

DOCUMENT CHECKING (not mandatory for File Note)

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