ARUP

Technical Note

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cc	
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1. Introduction

O'Flynn Construction Co. Unlimited Company intend to apply for permission for a Large Scale Residential Development (LRD) located at Old Fort Road, Ballincollig, Cork, comprising the construction of 157 no. residential apartments (consisting of a mix of 1 and 2 bed units), in a development of 3 no. blocks ranging in height from 2 to 6 storeys, 1 no. childcare facility, and all associated site development works including footpaths, cycle lanes, car and cycle parking, drainage, bin stores, lighting, boundary treatment, landscaping/amenity areas, plant rooms and an ESB Substation. The provision of a new tabletop junction and access to the site will be provided along Old Fort Road.

Vehicular, cycle and pedestrian access to the development is proposed from Old Fort Road. At total of 91 car parking spaces will be provided, including 5 no. disabled spaces and. There will be a total of 260 cycle parking spaces, provided in secure covered areas, accessible only to residents.

2. Design Manual for Urban Road and Streets 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[1], provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards to create streets that are safe, attractive and comfortable for all users.

The proposed development site is located within Ballincollig town centre, approximately 9km 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).

[1] Additional updates to supporting DMURS Advice Notes issued in 2022 and 2023 (https://www.gov.ie/en/department-of-transport/publications/design-manual-for-urban-roads-and-streets/

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.

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 segregated 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. There will also be a pedestrian link to the west of the site, linking to Waltham Abbey, an established residential street.

All residential car parking will be provided to the eastern side and rear of the development. A total of 91 spaces are proposed for residential purposes, far below the maximum allowable quantum within the Cork County Development Plan (157 spaces). Furthermore, a total of 260 bicycle parking spaces are proposed throughout the development, provided in secure shelters only accessible to residents.

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, it is proposed to realigned to encompass the site access junction, the Old Fort Road and the opposing junction into the Castle West shopping centre. This will result in the elimination of conflicting hooking movements of cycles and cars turning right into the development or shopping centre.

It is also proposed to introduce a raised table on all arms of the junction to encourage reduced vehicle speeds and improve the environment for vulnerable road users. 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.