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Design Manual for Urban Roads and Streets - DMURS Statement of Consistency Ballinacurra Mill LRD

Project Description

The development consists of:

- 128 Residential Units
  103 no. dwelling houses
  25 no. apartments
- Commercial & Retail Floor Area within the Mill Building: 539m²
  - Retail Floor Area: 414m²
  - Medical Centre Area: 69m²
  - Office Floor Area: 56m²
- Cafe: 69m²
- Creche : 223m²
- Public Open Space: 5.090m²
- Useable Public Open Space: 4.690m² Green Space & Civic Square (13% of nett site area)
- Private Open Space - Gardens: 7,915m²
- Useable Private Open Space - Gardens: 6,465 m²
- Communal Open Space - Apartments: 260m²

The proposal combines houses, apartments, a café, a creche and commercial, retail & office space set within the grounds of the protected buildings of Ballinacurra Mill and Rose Hill House and a unique green infrastructure of parkland, homezones, streetscapes, squares, play spaces and wildlife zones.

Location

The site is located 1km south of Midleton town centre and 1.2km south of Midleton Train Station and Park and Ride Facility. It is .5km south of the N25 Road that connects to Cork City to the west and to Waterford to the east. There are bus stops close to the site on the R630 which connects north to Midleton town centre and is flanked by a walkway and cycleway which are in part greenway from the site up to the N25. Midleton has many school facilities for all ages and community facilities local to Ballinacurra. There is the Ballinacurra GAA 1km to the east of the site and many local scenic walks

Opinion -Alignment with the Design Manual for Urban Roads & Streets

The proposed development at Ballinacurra Mill aligns with the principles of the Design Manual for Urban Roads and Streets (DMURS). The scheme design is integrated, supported by an experienced team of consultants, consultation with the Planning Authority and balances guidance to ensure a highly considerate scheme relating to the design of urban roads and streets resulting in a high quality public realm. The process includes a Road Safety Audit which highlights safety issues and reflection on feedback from the Planning Authority.

Prepared by John Hegarty RIAI - Fourem Architects - Jan 2026

Transport - Meeting the Needs of All Users

The design approach rebalances the impact of the car to create walkable, cyclable and public transport orientated communities balancing the needs of all users. The approach reduces the impact of the car by integration of car and people and by controlled levels of segregation of vehicles from pedestrians. The result is of shared surfaces in home-zones, hybrid shared streets and access streets some of which are cul-de-sacs for cars but not for pedestrians and cyclists.

Connectivity is increased for pedestrians and cyclists. Pedestrian movement is supported by wider footpaths defined by landscaping including green infrastructure. Streets are passively surveyed by residents and functions of entrance doors increase active uses increasing overall experience and safety.

Streets are designed to reduce car speed by changes in level, material surfaces and the alignment of buildings while providing access to dwellings.

A high quality of design consideration includes elements of urban design and landscaping that instinctively alter behaviour including well located planting, carefully considered junctions and sightlines and well placed material finishes.

Sense of Place

More tangible elements of place can be measured and relate to connectivity, the quality of the built environment, how buildings and spaces interact with each other and the levels of pedestrian activity that occur. These tangible or quantifiable elements of a street highlight four interlinked characteristics that influence the sense of place within a street which are encouraged in the design approach:

Connectivity, Enclosure, Active Edge, Pedestrian Activity & Facilities

The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.

A sense of enclosure defines streets and creates an intimate and supervised environment. A specific sense of enclosure is achieved by orientating buildings toward the street and placing them in a manner considerate of local precedent. Trees are used to enhance a feeling of enclosure in some streets and generally to enhance the streetscape.

An active frontage to buildings gives life to the edge of the street. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings

The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian’s feeling of security and well-being. Good pedestrian facilities include wide footpaths and well-designed crossings. Walking becomes a more desirable experience that further encourages pedestrian activity friendly streets that facilitates more sustainable neighbourhoods

User Priorities

Streets give pedestrians priority, placing cyclists next, supporting public transport and reducing the priority often given to motor cars. The design approach supports:

Integrated Street Networks with higher levels of permeability and legibility.

Multifunctional place based streets catering for various movement functions.

A safe, comfortable and attractive pedestrian environment.

An integrated multidisciplinary approach to street design.

Street Networks, Connectivity, Permeability & Legibility

Integrated Street Networks

The design approach maximises connectivity between destinations to promote higher levels of permeability and legibility for all users, prioritising walkable connections.

Sustainability

In this design an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places people want to live in. Compact development patterns support sustainable transport modes. Journeys are reduced by the proximity of local amenities and services.

Street Character - Terms

DMURS denotes the character of the development as of Local Streets and Access
The area is of a town & village centre, neighbourhood area with early residential development proximate. The Cloyne Road is a Transition Road from which the site is entered by way of a gateway defined by the character of enclosure and built and green landscaping.

Street Layouts

The movement towards more integrated and sustainable forms of development has resulted in a shift towards highly connected networks which maximise permeability, particularly for pedestrians and cyclists. Generally all streets lead to other streets with only restrictions to car permeability and a maximising of cycle and pedestrian connections.

The retrofitting of a pedestrian link to The Old Dairy housing scheme is proposed as a possibility for the local community.

Street Layout - Character

The character of the streetscape and street enclosure is based on local contextual street layout which is both orthogonal and organic in form relating to historic precedent of early settlement and later 19th C more organised or orthogonal development. The design seeks to enhance the legibility of Ballinacurra as a village respecting the context of protected buildings and the historic character of the architecture of the of the village.

Legibility

The design adds significance to the identity and legibility of the centre of the locality giving hierarchical strength to the more public and commercial functions by placement of public space close to the notable civic buildings and landmarks of the mill complex.

Gateways

The entrance to the site from Cloyne Road is an obvious gateway to the site, which is strengthened by the placement of buildings, the more rural character of architecture addressing the Cloyne Road,

the R629 and the transition of raised crossing points, surface and material changes and strategic planting of trees.

Vehicle Permeability

The scheme employs an integrated network of movement which leads to slower vehicle speeds. Filtered permeability is employed which in some cases restricts car permeability in favour of access roads but with no pedestrian restriction.

Integrated Street Design

Benefits - Design Approach

Reduced car dependency by a more connected traffic calmed network supported by the availability of local bus services. Noise pollution is reduced by slower speeds of vehicles.

An integrated street design & multifunctional role with self-regulating design measures.

A balanced approach to speed of between 10 and 30 km/hr

Self Regulating Streets

Streets are self regulating in the creation of improved environments by employing the:

- Close Proximity of buildings
- A continuous street wall
- Active uses and increased pedestrian activity
- Frequent crossing points
- Horizontal and vertical deflections
- Narrow carriageways
- Reduced visibility splays
- Tighter corner radii
- Shared surfaces with visual and textural change
- Passive surveillance and active uses

The environment is further improved by employing devices that add consideration to the different functional interfaces between streets, footpaths and buildings.

Privacy Strips

Use of privacy strips in front of houses protects the zone of interface between public and private space.

Signage

Minimal use of street signage is necessary due to design approach.

Street Furniture

Is placed in strategic locations encouraging both formal and informal places to sit.

Lighting

Sensible lighting levels are proposed according to guidance.

Materials & Finishes

Materials are robust and present a deliberate hierarchy in response depending on the proximity to public space.
There is a change of colour at gateways, crossing points and character areas / shared surfaces. The material palette is limited to local reference and contextual and conservation specific materials of historic precedent to address the often alien form of material intervention to new schemes and maintain and enhance local traditional material expression.

Planting

There are many existing trees employed in the landscape. Streetscape trees are located in verges and privacy strips and moderate the environment while defining spaces further.

Historic Context

Additional design considerations have been applied relating to historic context and Protected Structures. Scheme design has enhanced the urban environment by enhancement of intrinsic character and historic character led design at the Mill Buildings. The character of Rosehill has been reinforced with specific heritage materials and approaches to the access of the area.

Pedestrian & Cyclist Environment

Wide clear footpaths are employed with shared surfaces, and well-conceived and placed public spaces and squares.

Pedestrian crossings

Crossings are combined with traffic calming and generally raised and denoted with banding and material change. Crossings are placed at junctions and change of character locations and to support instinctive routes.

Corner Radii

Reduced corner radii are employed for reasons of traffic calming safety

Pedestrianised and Shared Surfaces

The scheme employs pedestrian priority space of public squares, shared surfaces / hybrid streets and homezones.

Cycle Facilities

Cycling is promoted with good parking facilities and shared access spaces and slow traffic speeds leading to prioritised streets.

Carriage Way Widths

Rose Lane 5.5m
Main Access Road 6m
Shared Surfaces 4.8 - 6m
Driveways 3.5

Surfaces

Surfaces are textured and coloured in shared surfaces

Junctions

Support pedestrian crossings with changes in level and reduced vehicle road radii for safe environment.

Visibility Splays

Visibility at junctions
Improved facilities at the junction of Rose Lane to Cloyne Road (Kearneys Cross) R629 to 50m visibility.

Street Alignment

Alignment of the streets is balanced with permeability and legibility requirements. Longer streets can benefit from more visibility for reasons of safety but speeding can occur. Crossing points are raised for access and connectivity while they create vertical deflection to calm traffic without altering the character of the desired street.

Horizontal & Vertical Deflections

Vertical and horizontal defections are designed to keep vehicles moving slowly where they may otherwise speed. They are employed:

On longer straights where there is distance between junctions.
At equal priority junctions.
At entrance treatments where Local streets meet Arterial or Link Streets
Outside Focal Points and places of civic importance.
At pedestrian crossings.
To reinforce a change between design speeds.

Kerbs

125mm kerbs and banding are employed throughout the scheme for visible contrast and for contextual and heritage associations.
In shared surface areas a hybrid approach is employed with an 80mm kerb used in combination with surface changes denoting pedestrian priority.

On Street Parking & Loading

Some parking is perpendicular and some is parallel in streets denoted as local streets. Parking is defined with visible banding and trees between spaces. There is varying width of perpendicular spaces with some increased size spaces needing less road width for turning.

Strategic Design Led approach

The design refers to the Cork County Development Plan and guidance on housing developments and strategies employing a multidisciplinary design approach which is supported by a Road Safety Audit. The scheme design is informed by recommendations and guidance on housing and urban landscaping including:

Quality Housing for Sustainable Communities, Department of the Environment, Heritage and Local Government (2007)
Sustainable Residential Development & Compact Settlements: Guidelines for Planning Authorities (2022)
Cork County Development Plan 2022.
Design Standards for New Apartments.
Guidelines for Planning Authorities (2025)
The Cork Metropolitan Area Transport Strategy 2040

Reference Sources

Reports

Ballinacurra Mill Architectural Design Statement, Housing Quality Assessment & Statistics - Fourem Architects
Ballinacurra Mill Architectural Green Infrastructure & Landscape Strategy - Fourem Architects

Ballinacurra Mill LRD Stage 1 Road Safety Audit February 2025 - MHL
Ballinacurra Mill LRD Mobility Management Plan November 2025 - MHL
Ballinacurra Mill LRD Public Lighting Report December 2025 - MHL

Drawings

Ballinacurra Mill LRD Site Plan - Fourem Architects

Ballinacurra Mill LRD Landscape Plan - Fourem Architects

Ballinacurra Mill LRD Site Sections - Fourem Architects

Ballinacurra Mill LRD Autotrack Drawings - MHL

Ballinacurra Mill LRD Estate Road Vertical Alignment Drawings - MHL

Ballinacurra Mill LRD Estate Road Public Lighting Drawings - MHL

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