

Accessibility Report

Proposed Large Residential
Development at Castlelands,
Mallow, Co. Cork

Reside (Castlepark) Ltd



October 2024

HDC1340/16

Hegsons Design Consultancy Limited

Dublin | Cork | Bedford | High Wycombe | Buxton | Saint-Denis-Le-Gast



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1 Background

Hegsons Design Consultancy Limited were commissioned by Reside (Castlepark) Limited to prepare of an Accessibility Report in support of the proposed development of 469 No. residential units, 1 No. Crèche on site and an upgrade of the existing former lodge at Castlepark, Castlelands, Mallow, Co Cork, on behalf of Reside (Castlepark) Ltd.

This document will set out the principles of the parking management plan and should be read in conjunction with the following complementary reports:

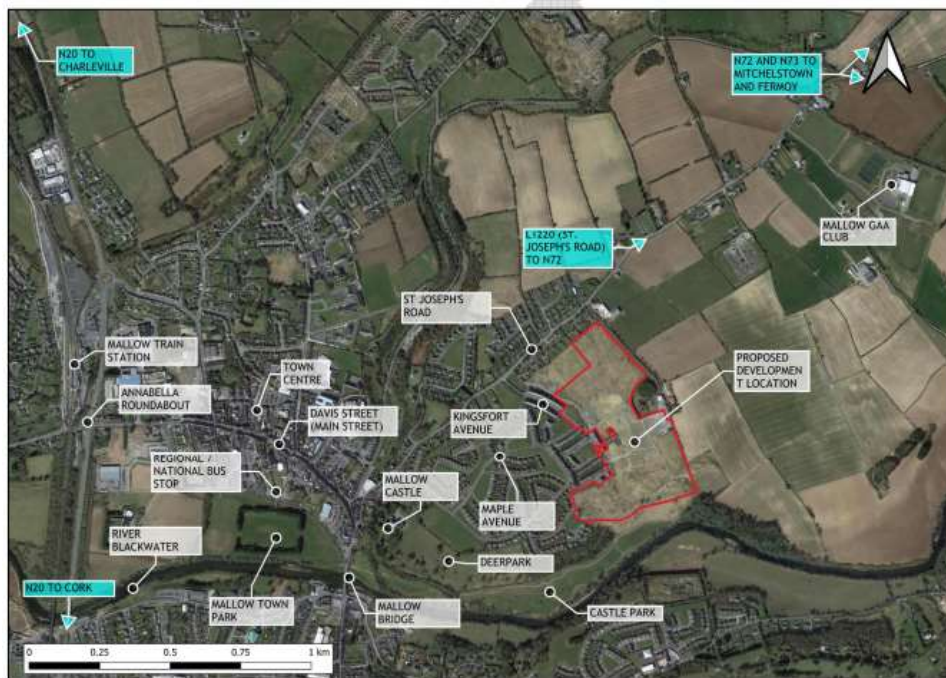
- Traffic and Transport Assessment (TTA) prepared by Punch Consulting Engineers (October 2024);
- Mobility Management Plan (MMP) prepared by Hegsons Design Consultancy Ltd (October 2024); and
- Quality Audit compiled by Hegsons Design Consultancy Ltd (October 2024).
- Architectural Design Statement compiled by Deady Gahan Architects.



2 Proposed Development

2.1 Proposed Development

The subject site is located within lands at St. Joseph's Road, Mallow, Co. Cork. The site is located approximately 800m east of Mallow town centre. The site is bordered by existing residential developments to the west and north and green fields to the south and east. Mallow GAA complex is located approximately 1.2km north-east of the site. The land use in the area is generally a mix between residential and agricultural.



Source: Punch Consulting Engineers, October 2024

Figure 2.1: Site Location

The proposed development is a large residential development consisting of 469 No. residential units, 1 No. Crèche on site and an upgrade of the existing former lodge. The LRD comprises of 5no. development phases namely 1a, 1b, 1c, 2 and phase 3. Phase 1a and 1b of this LRD are being assessed under a different planning application 24/04519. The layout is outlined on a series of architectural, engineering and landscaping plans that should be viewed in conjunction with this report.

The proposed residential development consists of 68 No. 4-bed semi-detached dwellings, 132 No. 3-bed detached and semi-detached dwellings, 60 No. 3-bed townhouse dwellings, 42 No. 2-bed townhouse dwellings, 164 No. duplex and ground floor apartments and 3 No. 1-bed bungalows. The development also proposes the provision of 122 No. child Creche.

The development also includes the provision of 589 No. on-site car parking spaces and secure cycle parking spaces. The scheme layout incorporates site access

points off Kingsfort Avenue, both to the west of the subject development site. Access streets are proposed on Kingsfort Avenue at the following locations:

- West of Bower Lane;
- At Kingsfort Square;
- At the southeast end of Kingsfort Avenue; and
- Along Maple Square.

An internal off-road shared footway/cycleway is proposed between Kingsfort Avenue at Bower Walk, and the existing Blackwater Amenity Corridor, linking with the proposed internal streets and open spaces.

2.2 Receiving Environment

Cork County Council's Cork County Development Plan 2022-2028 Volume Three North Cork includes the hereunder policies and objectives for Mallow.

“Green Infrastructure and Recreation

There remains a strong need to improve movement and accessibility to existing recreational facilities.”

“The Blackwater Amenity Corridor

The advancement of a linear green recreational corridor along the Blackwater in Mallow has been long promoted and there has been significant progress in recent years in delivering different aspects of this, particularly in the area south and east of the town centre (including Mallow Castle, Mallow Town Park and Spa House Park). Existing walkways have been enhanced and expanded and there is now a continuous link from the walkway to the west of the railway line via the town park/Mallow castle and as far as the picturesque Lovers Leap to the east of the town. To complement this a nature themed inclusive children's playground amenity at Mallow Castle partly funded by the Urban Regeneration and Development Fund (URDF) has recently been completed.”

“Movement

In terms of the wider built up area, general accessibility and connectivity for pedestrians and cyclists needs to be improved between residential areas and the town centre, transport services, employment areas, schools and other services to enhance opportunities, and provide convenient routes for walking and cycling on local journeys. Ongoing enhancement of the town centre to make it more people focused and permeable is needed. The previous Traffic and Transportation Study proposed a Cycle Friendly Zone in the town centre while the potential for new pedestrian amenity routes along the banks of the river Blackwater should also continue to be explored.”

“As the population grows, consideration should also be given to the provision of a public bus service within the town and the design and layout of new development should consider the requirements of such a service.”

The Cork County Development Plan Mallow Green Infrastructure Map is shown in Figure 2.2.

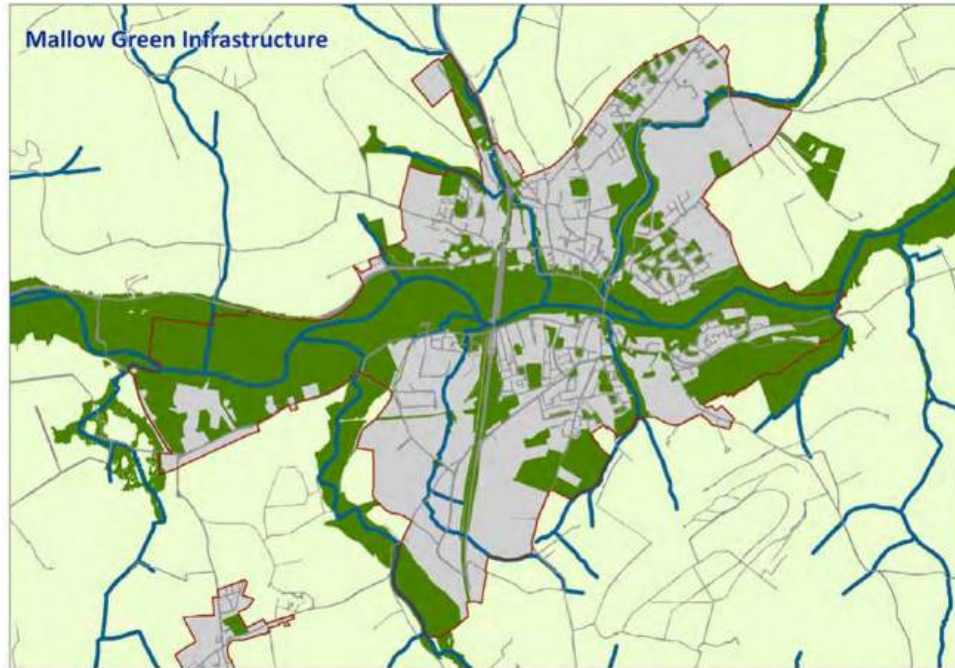


Figure 2.2: Cork County Development Plan Mallow Green Infrastructure Map

The Cork County Development Plan Land Use Zonings Map is shown in Figure 2.3.

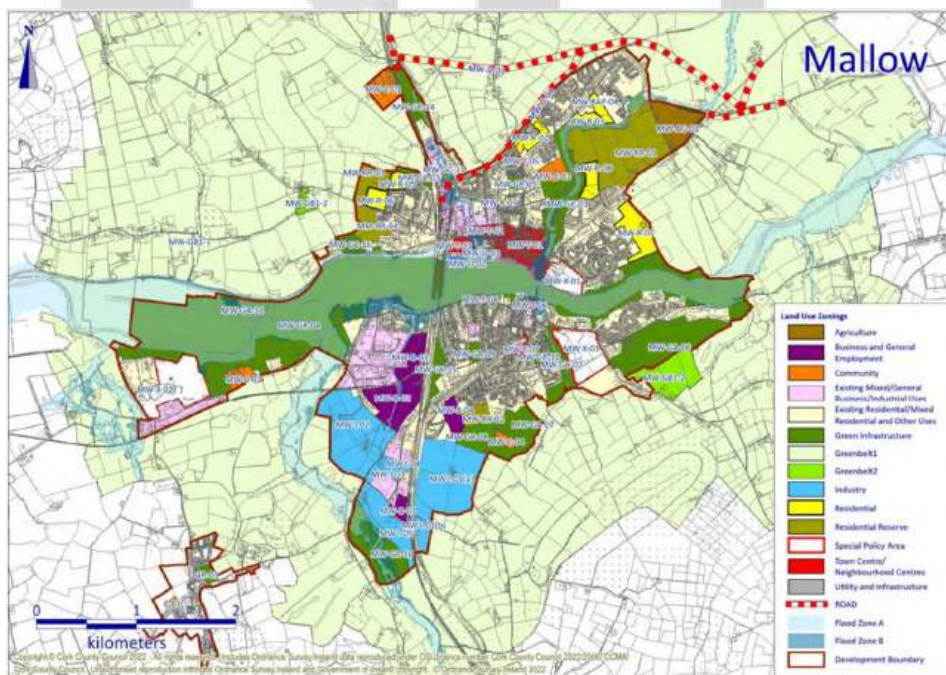


Figure 2.3: Cork County Development Plan Mallow Land Use Zonings Map

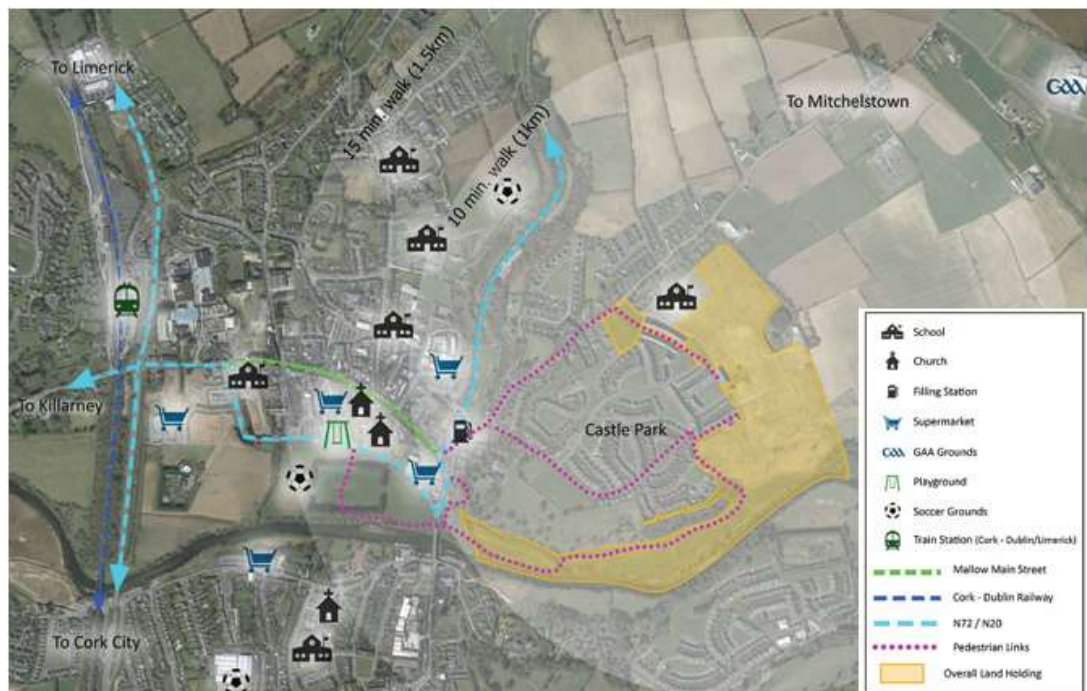
2.3 Local Amenities

The subject lands offer a unique opportunity to provide a high quality residential development within the locality and to complete the existing Castle Park development. Attractive existing and proposed connectivity around the scheme provides desirable connections to the amenities of the town of Mallow and Cork City.

The site is flanked by the existing Castle Park development to the west, a public park to the south and a residential dwelling and agricultural lands to the east. Scoil Aonghusa National School is located to the north of the site. The site is also a short distance from the N20 Road, providing the site with excellent connections to Cork City/County, North Cork, Limerick and nationally thereafter.

Care has been taken through the design process to prioritise the links and connections to the surrounding amenities and communities either through the scheme itself or the public park to the south.

Figure 2.4 show indicatively the subject site's location in relation to the aforementioned local amenities.

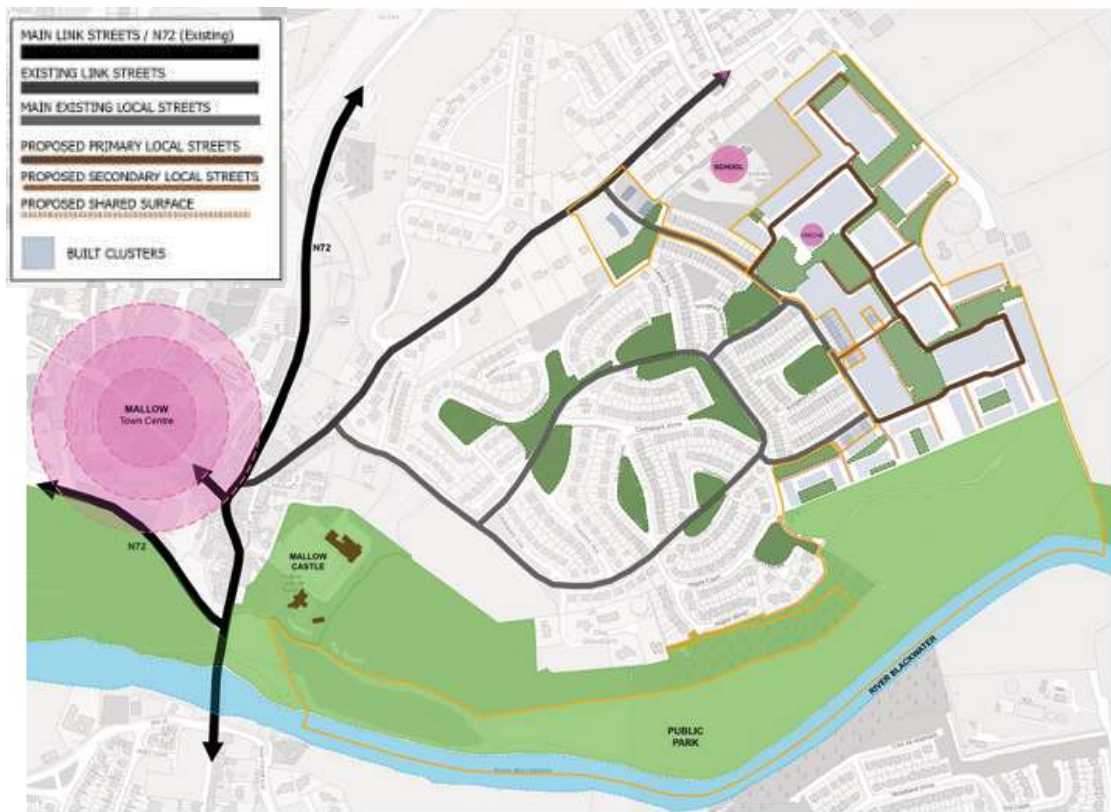


Source: Deady Gahan Architects: Architectural Design Statement

Figure 2.4: Local Amenities & Improved Connections

A street hierarchy has been developed for the site in order to cater for transport, services, and amenities to provide a safe and accessible site for all. The existing Local Street from St. Joseph's Road connects the existing Castle Park development to the scheme via Kingsfort Avenue and Maple Square.

Additional Existing Local Streets connect the proposed scheme to Mallow town via the Castle Park scheme. Several secondary local streets stem from the proposed Primary Local Street and create loop systems throughout the site. Shared surfaces are also dispersed throughout the site to promote community activity.



Source: Deady Gahan Architects: Architectural Design Statement

Figure 2.5: Local Street Hierarchy

2.4 Existing Local Road Network

N72 National Road

The N72 is a national road which connects Mallow to Killarney in the east and Dungarvan to the west. The N72 is a single lane two-way carriageway which St Joseph's Road connects to at Oliver's Cross (to the north) and Mallow Town Centre (to the south).

L-1220 Josephs Road

The L-1220 St Joseph's Road St Joseph's Road is a local road which runs between Mallow Town Centre and Oliver's Cross on the N72. St Joseph's Road is a single lane two-way carriageway with a wide footpath on the eastern side of the carriageway and no existing designated cycle lanes.

L-9016 Bridewell Lane

Bridewell Lane is a one-way street which connects the L-1220 St Joseph's Road to the N72. Vehicles enter the N72 from Bridewell Lane and primarily travel westbound on the N72 from this point as the Infirmary Lane Junction is used for Traffic heading eastbound. There is an existing footpath on the eastern side of Bridewell Lane.

Infirmery Lane

Infirmery Lane is a short (approx. 15m long) 2-way street which connects St Joseph's Road and the N72. All traffic wishing to access St Joseph's Road from the Town Centre must utilise Infirmery Lane, while traffic wishing to travel eastbound on the N72 also primarily uses Infirmery Lane. There is no left turn from Infirmery Lane on to the N72. There is an existing footpath on the south side of Infirmery Lane.

2.5 Sustainable Transport Provisions

Pedestrian Network

Most of the main roads within Mallow have footways on at least one side of the road. In general, there is good pedestrian access provided to the proposed development. The site is connected to Mallow Town with footpath along all routes with crossings located at junctions. There are two main routes that pedestrians can use to walk to town as follows:

- L-9016 Bridewell Lane, from its junction with the N72 Bridge Street, the L-1220 St Joseph's Road to its junction with Castle Crest; and
- The internal loop network within Castlepark via Kingsfort Avenue, Bower Walk, Maple Avenue and Castlepark Avenue.

All significant attraction destinations around Mallow Town can be accessed by public path. Residents can walk into Mallow Town and also walk along the footpath on St Joseph's Road in both directions with ample width along both roads to cater for the current pedestrian demand.

In general footpath facilities along St Joseph's Road vary in width from 1.4m to 3.0m. Pedestrian crossing facilities are integrated into the existing road network at various locations including a zebra crossing provided to the south of the Castlepark entrance on the L-1220 St Joseph's Road (access to Tip-O'Neill Park) .

Cycling Network

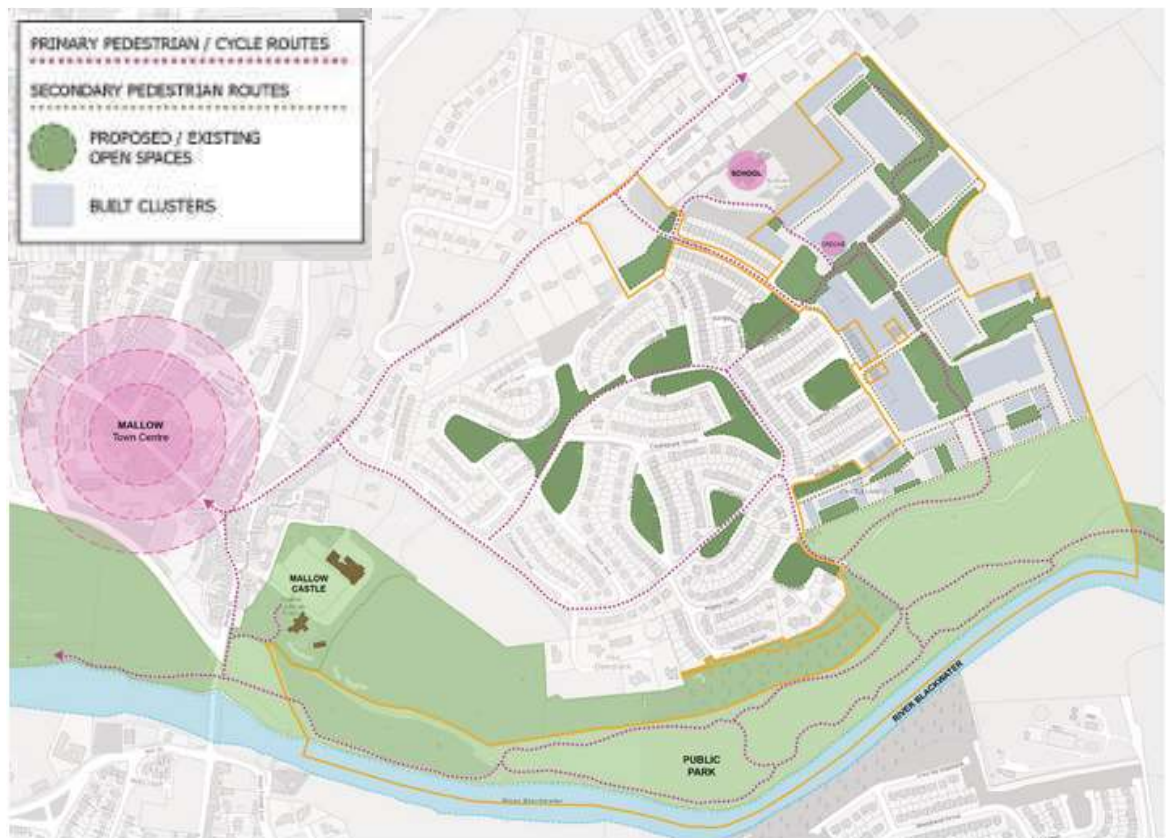
Unlike public transport, cycling provides door to door transport in the same way as cars do, and, in urban areas, with very little difference in journey times for short distance trips. This means they have considerable potential to replace many local unencumbered car journeys. However, most people fear cycling because of perceptions of traffic danger and so mode share tends to remain low. Providing dedicated, high-quality infrastructure including very quiet streets, greenways and cycleways that connect homes to useful places can have a transformative effect, especially if e-bikes are used.

There is relatively few cycle facilities currently in place in Mallow and none within the surrounding area. Cork County Council have plans to improve the situation by developing an active travel / greenway network in conjunction with other road infrastructural works. While cycle facilities are limited within Mallow town centre there is a network of footpaths and cycle tracks from the spa walk through the Castle Grounds and along the Blackwater River.

A series of pedestrian and cycle routes have been proposed throughout the scheme in the form of a greenway in order to interlink the green spaces and provide additional uses. This greenway runs throughout the scheme and connects to Mallow town centre via the public park to the south and through the Castle Park

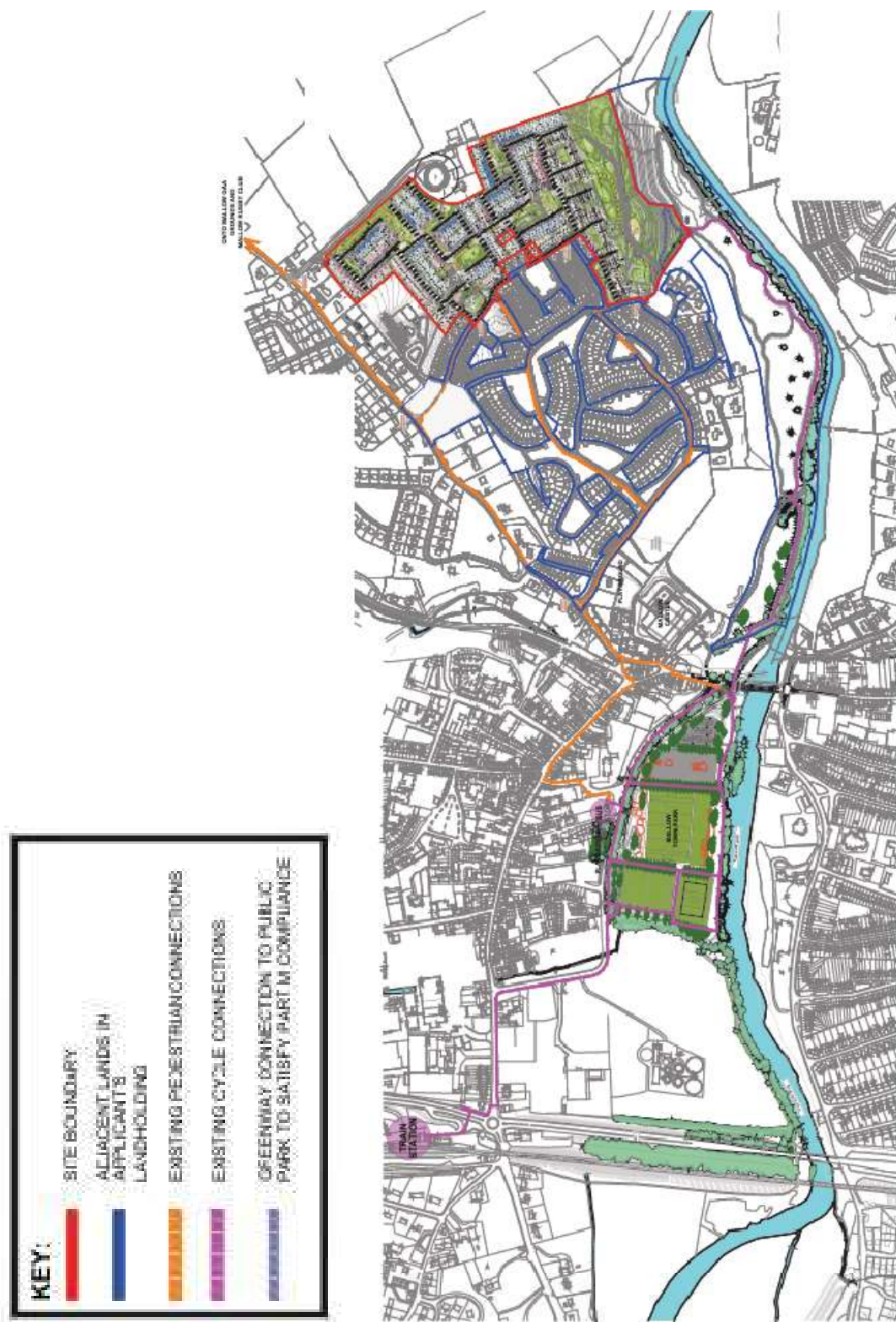
development. Landmark buildings have been located around the proposed scheme in order to provide easy wayfinding and to address the public park to the south.

Objective TM 12-2 in the Cork County Council Development Plan highlights key points such as 'New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospect implementation of walking and cycling facilities shall be undertaken where practicable...' and to 'Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe walking and cycle routes particularly in the approach to schools.' The introduction of the Greenway within the scheme, which provides an attractive and safe route between the public park to the south and the various green areas, the proposed crèche, and the neighbouring school within the area, helps to address these key points



Source: Deady Gahan Architects: Architectural Design Statement

Figure 2.6: Proposed Pedestrian and Cycle Connectivity to the Subject Site



Source: Deady Gahan Architects: Architectural Design Statement

Figure 2.7: Key Wider Connectivity to the Subject Site

Existing Public Transport Network

The subject site is not currently serviced directly by public transport.

Bus Services:

The nearest bus stop is located on Park Road (Stop No. 631060) which is approximately 1.6km (20-minute walk) from the subject site.

This is the main bus stop for Mallow Town and serves the following routes:

- Expressway 51: Parnell Place, Cork City to Mallow to Eyre Square, Galway; <https://www.buseireann.ie/routes-and-timetables/51>
- Bus Eireann Route 243: Parnell Place, Cork City to Mallow to Newmarket, Co. Cork; <https://www.buseireann.ie/routes-and-timetables/243>

Local Link Services:

https://locallinkcork.com/?s=Mallow%20Town%20Park&post_types=schedule

- Route 522: Mallow to Charleville, Co. Cork;
- Route 523: Mallow to Mitchelstown, Co. Cork via the N72 (passing the site)
- Route 1127: Mallow to Fermoy; and
- Mallow to Ballyclough.

Bus Route 523 currently passes the site on the N72 but with no local bus stop to serve this route apart from the Park Road bus stop.

Mallow is served by a number of TFI Local Link public transport bus services and associated stops (<https://locallinkcork.com/>). However, Mallow doesn't have a TFI Town Bus service and TFI Town Bus services are provided in other large towns, including three town bus routes recently introduced in Clonmel. It is considered that Mallow could warrant a TFI Town Bus service to connect the key nodes within the town centre, including the rail station etc.

Rail Services:

Mallow Train Station is located adjacent to the N20 / N72 Roundabout which can be accessed via a pedestrian bridge over the N20. A frequent commuter train service is available to Cork City (including Cobh and Midleton) combined with other regular national services to Dublin, Tralee, Limerick (Galway and Waterford). There is a large train station carpark offering short and long-term rates. Cycle parking is also available. The railway station can be reached on foot in 25-30 minutes / 2.2km from the site. Leap Cards can be purchased in order to reduce the cost of fares on the commuter routes.

Hourly rail services operate daily each way between Cork and Dublin as well as direct services to Killarney and Tralee.

Taxi Services:

Local taxi services are available in the Mallow area. These facilitate travel by provided a safe and convenient means of accessing other form of transport the area and help to reduce traffic congestion on the road network through shared services and the parking demand within the town centre.

3 Characteristics of Catchment Area

3.1 Introduction

It is recognised that walking and cycling are the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those around 10-15 minutes cycle time (2-3km) and 30-minute walking time (4-5km) respectively. However, it is important to ensure that people have somewhere to walk or cycle to – hence the concept of 15-minute settlements where a range of services are available within a 15-minutes.

In suburban areas where most existing development is 'car-oriented' it is perhaps more realistic to suggest a cycle ride of 7 minutes each way to encompass a wider range of available services available on foot and cycle.

3.1.1 Pedestrian & Cycle Isochrones

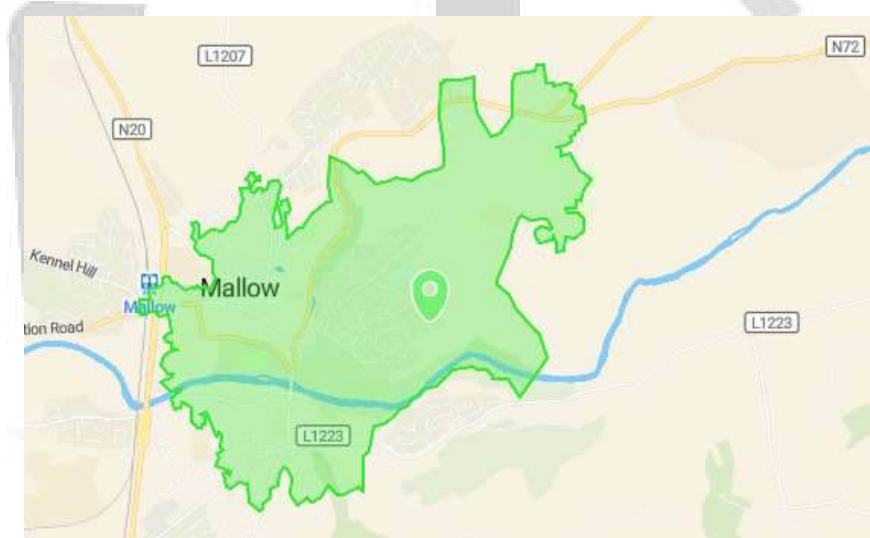
Pedestrian and cycling isochrone plans have been produced to identify the proximity of the subject site to the surrounding area.

Figures 3.1 and 3.2 illustrates the isochrone plan for the area with walking (15 and 30 minutes) and Figure 3.3 – 3.4 illustrates the cycling (15 and 30 minutes) distance to the subject site. It can be seen that access can be gained to the local facilities, rail station, schools and nurseries.



Source: Created with TravelTime API: <http://www.traveltimeplatform.com/>

Figure 3.1: Pedestrian 15-minute isochrone plan for the subject site



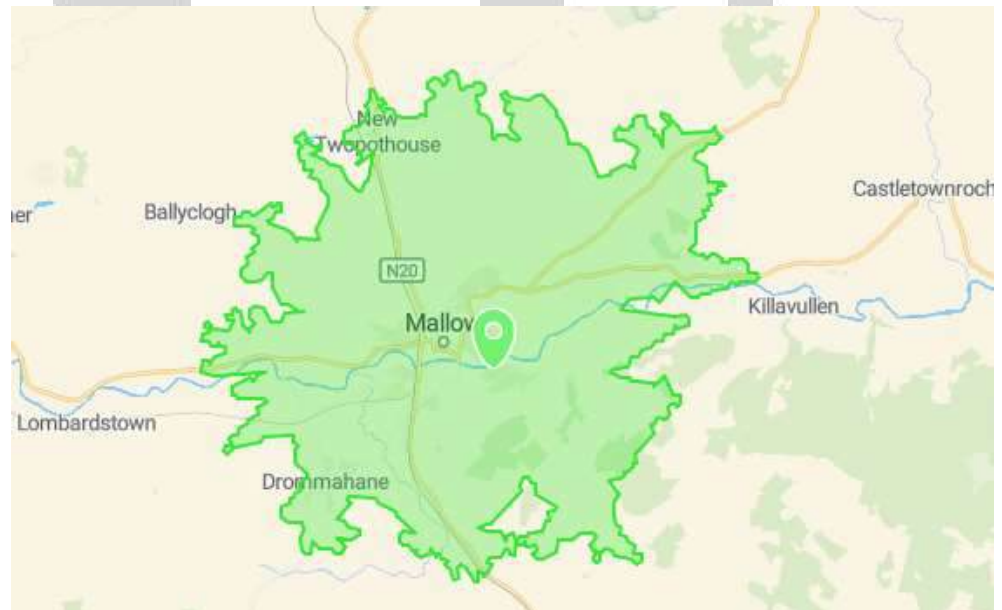
Source: Created with TravelTime API: <http://www.traveltimeplatform.com/>

Figure 3.2: Pedestrian 30-minute isochrone plan for the subject site



Source: Created with TravelTime API: <http://www.traveltimeplatform.com/>

Figure 3.3: Cycle 15-minute isochrone plan for the subject site



Source: Created with TravelTime API: <http://www.traveltimeplatform.com/>

Figure 3.4: Cycle 30-minute isochrone plan for the subject site

3.2 Walking Catchment

In the context of the development's accessibility, a crucial aspect to consider is walking convenience. The 15 and 30-minute walking zones that envelop the development is assessed in this section. This is done to gauge the extent of accessibility to different services and public transportation for residents of the new development within reasonable walking distances. This approach will provide valuable insights into the development's potential to offer convenient and sustainable mobility solutions for its future occupants and users.

3.2.1 Short Walk (15-minute walk)

Within a 15-minute walking time, there are several amenities and facilities that can be accessed from the site.

Using the site's accesses onto St Josephs Road, a walking distance of 800-1000 metres to the west of the site can be achieved (up until the N72 / Infirmary Lane junction). Within only a 15-minute walk, there are a plethora of facilities that can be accessed by residents of the development. These include:

- Retailers and grocery stores, such as local shops, petrol station, takeaways, which are located to the west of the site.
- Education facilities such as Scoil Aonghusa Community National School, situated within the 5-10 minute walking catchment surrounding the site.
- Healthcare, leisure and restaurants such as physiotherapists on St Josephs Road a variety of restaurants and takeouts.

3.2.2 Medium Walk (30-minute walk)

By doubling the walking time, the total mappable area covered increases by quite a bit as compared to a 15-minute walk. This leads to access to more amenities, facilities and public transport hubs.

Within 30 minutes of walking to the west, a pedestrian can walk up to the western side of the town centre, the N20, rail station, bus stops etc. A number of amenities and facilities become available when doubling the walking time. In addition to the 30-minute walking time list is several different educational facilities (such as Mallow College, Patrician Academy, St Marys Secondary School, etc), grocery stores (such as Tesco, Dunnes Stores, Lidi, Aldi), a Garda Station and various restaurants and additional amenities.

3.3 Cycling Catchment

The subject site includes the provision of cycle parking spaces which highly promotes active travel. Incorporating cycling accessibility is paramount in creating a sustainable urban environment.

This investigation focuses on cycling catchments and evaluates the accessibility within 15 and 30-minute cycling distances from the development site. This analysis aims to uncover the range of services accessible by bike and to assess the connectivity to public transportation facilities. By assessing these cycling catchments, a comprehensive understanding of the cycling infrastructure and its

3.3.1 Short Cycle (15-minute cycle)

It was found that a 10minute cycling time effectively covers the same catchment area as a 30-minute walking time. Cyclists can therefore also access the same range of facilities and amenities, including hospitals, educational facilities, and various types of shops, including wholesale and manufacturing establishments.

This suggests that cycling can be a more efficient mode of transport for accessing these amenities within the same geographic area compared to walking. This conclusion can have positive implications for urban planning and transportation decisions, promoting cycling as a viable and time-effective means of reaching essential services and amenities.

3.3.2 Medium Cycle (30-minute cycle)

Increasing the cycle time from 15 to 30 minutes expands the cycling catchment in all directions. This expansion allows individuals to access a wider range of facilities and amenities, including those that might not have been reachable within the 15-minute catchment.

This is particularly significant for individuals who may not have alternative transportation options. With a larger catchment area, individuals can access more specialised services and amenities that might not be available in closer proximity. This includes specialised medical facilities, educational institutions with unique programs, and niche shops or manufacturing units. The extended radius enables a more diverse set of options for individuals' needs. With this increased range of amenities and services, there is a reduced dependency on motor vehicles, while simultaneously promoting urban connectivity (bridging the gap between different neighbourhoods). There are likely more employment opportunities available with the increased catchment.

3.3.3 Cycle Parking

Secure cycle parking spaces will be accommodated in a convenient place for all dwellings. It is proposed to provide covered bicycle parking stores are proposed for 1/2/3 bed mid-townhouses, bungalows and apartment/duplexes with a total of 414 spaces plus 84 visitor spaces. In relation to the semi-detached and end-townhouses, where side access is provided to the proposed residential units, ample space for 3-4 cycle parking spaces and storage is provided. This would provide cycle parking for 744 No. additional bicycles.

The provision of additional cycle parking spaces over and above the County Development Plan standards will enhance the sustainable transport credentials of the proposed development and will encourage cycling as a key mode of travel in anticipation of further state investment in safe, best practice cycle infrastructure.

The scheme also provides shared e-cargo-bike parking spaces at the creche. E-cargo-bikes are becoming increasingly important as a way of enabling families to cycle together with young children, or as a means of carrying bulky items including shopping.

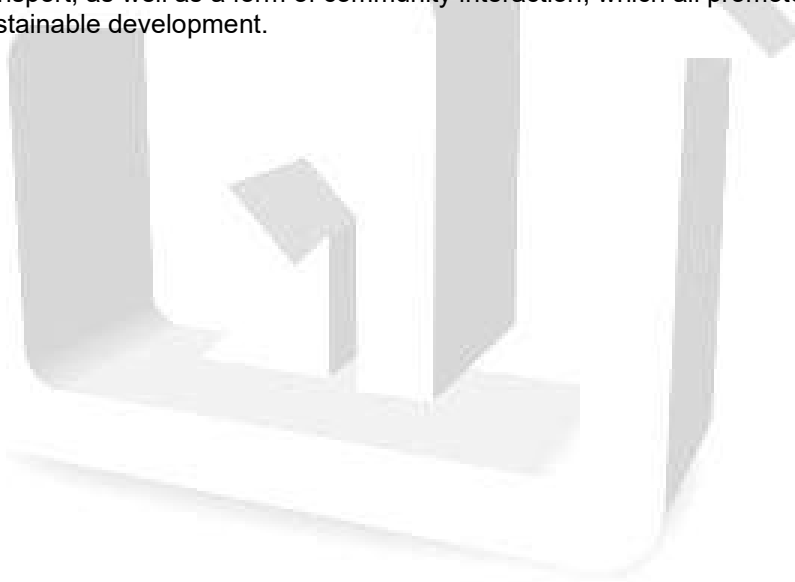
3.4 Public Transport Catchment

Addressing public transport accessibility is important to ensure a well-connected and efficient urban development.

The feasibility of reaching services within 60-90 minute journeys from the development site are assessed. This will provide a good scope of access to local amenities and employment zones.

For only a 75-90 minute walk and public transport journey, a train or bus can be taken to Cork City, Charleville, Limerick or Killarney.

The connectivity provided by this public transport route ensures that the catchment area extends beyond the immediate vicinity of Mallow town. Accessible public transport ensures that people from diverse socio-economic backgrounds have access to essential services, amenities, and job opportunities. It reduces transportation barriers and promotes inclusivity. Easily accessible public transport services encourage people to use public transport, thus reducing traffic congestion. There are also aspects of health and well-being associated with using public transport, as well as a form of community interaction, which all promote a sustainable development.



Further planned network expansion improvements of off-road pedestrian and cycle facilities are identified near the site in the Cycleconnects Projects.

[illegible]

Figure 4.1: Mallow Area Cycleconnects Network

The Cork Metropolitan Area Transport Strategy 2040 also proposes improvements to the commuter rail service in Cork including additional railway stations, more frequent services, and rail line upgrades. Although Mallow is situated outside the Metropolitan area the further enhancement of the rail infrastructure will support sustainable growth along an enhanced railway corridor.

- Blackpool / Killbarry
- Blarney/Stoneview; and
- Monard

These stations will support primarily residential-led mixed use development covering both brownfield land within Cork City and Metropolitan towns and identified greenfield sites in UEAs. To ensure that rail becomes an attractive and logical mode of travel for a growing commuter belt, railway stations will be developed in tandem with the first phase of residential development and in place before substantial occupation.

In addition, to avoid impacting on the Inter-City rail services between Cork and Dublin, passing loops are likely to be required at all suburban stations on the Mallow Line and this will enable suburban trains to stop at the new stations without impacting on the efficient operation of the Inter-City rail service. A 10 minutes frequency on the Cork to Mallow will make rail travel for commuters more attractive in the future.

4.3 Future Road Infrastructure Proposals

Several road improvement schemes in the area are in the early stages of design. Each project will have a significant impact on the surrounding traffic levels, should they proceed.

4.3.1 Mallow Relief Road

The N72 and N73 national secondary routes along with the N20 national primary route, form the strategic transport corridor around Mallow. The potential Mallow Relief Road scheme proposes to free up the town centre road network for access and local traffic, and to enable national road traffic to travel more efficiently to other surrounding destinations.

A walkway/cycleway will be provided alongside the bypass linking to existing local walkways and would terminate at the hospital. A further link south to the railway station is also to be considered. A Greenway will also be created along a section of the old railway line from the eastern side of the Mallow Town to Beecher Street and will link to Mallow Train Station via a new bridge over the N20.

4.3.2 N/M20 Cork to Limerick Road Improvement Scheme

The National Development Plan (NDP) 2021-2030 sets out that the N/M20 Cork to Limerick scheme would provide better connectivity between Ireland's second and third largest cities, Cork and Limerick. It would improve the quality of the transport network, addressing safety issues associated with the existing N20 route and provide for safer and more efficient journey times. The project is currently in Phase 2: option selection.

5 Mobility Management Plan Initiatives

Active travel measures in the near vicinity of the proposal site should be investigated and delivered where possible, with the local authority.

The proposed development is ideally located in the proximity of the town centre with strong links to public transport through cycle and pedestrian paths. The Local Authority have included the development site within the scope of RZLT, which indicates that the Local Authority is satisfied that the land is serviced where it has sufficient access to the infrastructure required for residential development.

The possible infrastructure initiatives to be provided or investigated as part of the proposed development include:

- A main north-south pedestrian and cycle route is provided through the site, and it includes passive provision for future links to neighbouring sites. This is a best practice feature, consistent with good urban design practice, which secures sustainable accessibility to future development sites whilst also enhancing the connectivity to the south end of the site and the riverside Greenway.
- Provision of an East-West Greenway along the river side in order to connect with the existing infrastructure further west of the site and enhance connectivity towards the town centre and the railway station. A 4.0m wide shared surface for the key Greenway route is proposed and a minimum width of 3.0m within the park to the south of the proposed development.



Source: Dedy Gahan Architects: Architectural Design Statement

Figure 5.1: Proposed Connection to Public Park / Greenway from the Site

- Examine the potential to enhance the provisions of footpaths to and from the Castlepark entrance / L-1220 St Joseph's Road (close to the Tip O'Neill Park) southbound towards the town centre in order to provide wider footpaths, remove bollards, etc thus providing safer pedestrian facilities which would encourage more existing and future residents to walk to / from the town centre.
- Enhance, where necessary, suitable facilities to assist mobility impaired or visually impaired users to use the footpath and cross the road within the existing Castlepark estate. The provision of flush kerbs (0-6mm upstand), blister pavings, etc should be reviewed and provided.

- The pedestrian and cycle crossing facilities at the Infirmary Lane / N72 and N72 / R833 Main Street junctions should be examined to ensure that ample priority and spaces is afforded to pedestrians and cycling to cross the road safely.
- Wayfinding from the proposed development within the existing Castlepark estate and on the public road network should be reviewed. This would include the promotion of the Greenway as a key connect to the western parts of the town centre.
- Cycle improvements could be identified on the L-1220 St Josephs Road where the road is wide enough. In section of where the carriageway width is 7-7.5m, advisory cycle lanes could be provided between Infirmary Lane and Castle Crest. As the current 50kph speed limit will default to 30kph when revised speed limits are enacted (Road Traffic Act 2024), this environment will be more suited to advisory cycle facilities.
- Internal road development, existing and proposed, are designed with cyclist in mind and on-road cycling is considered acceptable with the proposed traffic calming / default speed limit. The MMP should monitor speed to ensure that additional traffic calming is not required.
- Car sharing initiatives will be promoted and information provided in relation to reducing car movements to and from the proposed development. The inclusion of a car club initiative (e.g. GoCar) would be investigated and accommodate on site or close to the proposed development for use by the residents and other residents of the area.
- As public transport serves the most popular destination of Cork city centre, we consider public transport access to be generally sustainable, consistent with the aims of this MMP. Accessibility would be further enhanced by:
 - Improving cycle storage and e-bike charging at the rail station and providing additional cycle storage including e-bike charging for mainline bus routes at key stops.
 - Allowing unfolded pedal cycles to be carried on public service buses, especially those serving remote rural areas.
 - Examine the potential to enhance the TFI Town Bus Service in Mallow. Currently the town doesn't have a TFI Town Bus service. TFI Town Bus services are provided in other large towns, including three town bus routes recently introduced in Clonmel. It is considered that Mallow would warrant a TFI Town Bus service, and it is recommended that it is suggested that Cork County Council would liaise with TFI to facilitate a Mallow Town Bus service.

6 Conclusions

Hegsons Design Consultancy Limited were commissioned by Reside (Castlepark) Limited to prepare of an Accessibility Report in support of the proposed development of 469 No. residential units, 1 No. Crèche on site and an upgrade of the existing former lodge at Castlepark, Castlelands, Mallow, Co Cork, on behalf of Reside (Castlepark) Ltd.

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The principles that can be drawn from this Accessibility Report are as follows:

- A review of the catchment was undertaken to understand the development's potential for convenient mobility, illustrated through catchments for different modes of transport.
- Good quality cycle / pedestrian infrastructure is to be provided within the proposed scheme and in the vicinity of the subject site to encourage sustainable travel options.
- The site benefits from good connectivity to the town centre and public transport facilities.
- The proposed development complies fully with the development plans cycle parking requirements.
- An appropriate reduced amount of car parking spaces has been provided for the proposed development in order to encourage sustainable modes of travel

This Accessibility Report highlights the different amenities, facilities and services that can be accessed within different timeframes for different modes of transport.

Based upon the information within this Accessibility Report, it can be concluded that the proposals represent a sustainable and practical approach to redevelopment on the subject lands and there are no accessibility-related reasons that should prevent the granting of planning permission for the proposed development.

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