

Parking Management Plan

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

Reside (Castlepark) Ltd

October 2024

HDC1340/12

Hegsons Design Consultancy Limited

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



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1 Background

1.1 Introduction

Hegsons Design Consultancy Limited were commissioned by Reside (Castlepark) Limited to prepare of a Parking Management Plan 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.

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, phase 2 and phase 3. Phase 1a and 1b of this LRD are being assessed under a different planning application 24/04519.

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.

This document presents the rationale behind the identification of the quantum of vehicle parking and cycle parking that is being proposed as part of the subject site development proposals. The document also sets out the management measures that will be deployed to allocate the use and control of parking provided at the proposed development site.

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).

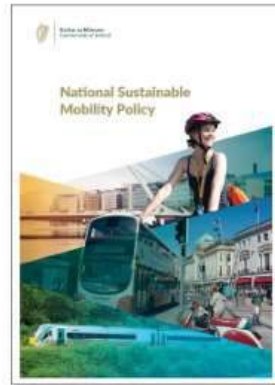
These reports set out the excellent alternative modes of travel which will be available to residents of the proposed development as well as providing details on existing conditions surrounding the site.

2 Planning & Transport Context

This Parking Management Plan is formed by a number of planning and development documents. These documents provide strategic guidance in the development of this report. A synopsis of each document is outlined below.

2.1 National Sustainable Mobility Policy (2022)

The National Sustainable Mobility Policy was published in April 2022 by the Department of Transport and replaces Smarter Travel 2009. The overall aim of the Policy is to “set out a strategic framework for 2030 for active travel and public transport to support Ireland’s overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade”.



The Policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, localised air pollution, contribution to global warming and the additional negative impacts to health through promoting increasingly sedentary lifestyles.

The following 3 key Policy areas and 10 goals form the basis of the National Sustainable Mobility Policy:

Safe and Green Mobility

1. Improve mobility safety
2. Decarbonise public transport
3. Expand availability of sustainable mobility in metropolitan areas
4. Expand availability of sustainable mobility in regional and rural areas
5. Encourage people to choose sustainable mobility over the private car

People Focuses Mobility

6. Take a whole journey approach to mobility, promoting inclusive access for all.
7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
8. Promote sustainable mobility through research and citizen

Better Integrated Mobility

9. Better integrate land use and transport planning at all levels
10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation

The policy is accompanied by an Action Plan with a total 91 actions organised by goal to be completed by 2025. Each action has been assigned to a specific government department or body

2.2 Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (January 2024)

The guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999.

They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. Cycling provides a flexible, efficient and attractive transport option for urban living and these Guidelines require that this transport mode is fully integrated into the design of all new residential scheme. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

The quantum of car parking or the requirement for any such provision for new developments will vary, having regard to the types of location in cities and towns that may be suitable for development, broadly based on proximity and accessibility criteria. In reference to SPPR 3 (iii) for Car Parking in Intermediate locations, which is of particular importance for this proposed development, the Guidelines state:

“(iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.”

Furthermore, for the Guidelines state the following requirements for cycle parking and storage are recommended, as per SPPR 4 (i) and SPPR 4 (ii):

“(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

“(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided”

There are three types of locations set out that will determine the level of parking provided. The Accessible Locations comprise of lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services. These locations have a default policy for car parking provision to be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling. The Intermediate Locations comprise of lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services and lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service. The Peripheral Locations comprise of lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages. In intermediate and peripheral locations, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

2.3 Sustainable Urban Housing; Design Standards for New Apartments – July 2023

This guideline document was produced by the Department of Housing, Local Government and Heritage and was updated with the latest version in July 2023. The purpose of this document is to set out standards for apartment development, mainly in response to circumstances that had arisen whereby some local authority standards were at odds with national guidance.

With the demand for housing increasing, this means that there is a need for an absolute minimum of 300,000 new homes in Ireland's cities by 2040. It is therefore critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.

These Guidelines apply to all housing developments that include apartments that may be made available for sale, whether for owner occupation or for individual lease. They also apply to housing developments that include apartments that are built specifically for rental purposes, whether as 'build to rent' or as 'shared accommodation'.

Cycling provides a flexible, efficient and attractive transport option for urban living and these guidelines require that this transport mode is fully integrated into the design and operation of all new apartment development schemes.

The quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria. There are three types of locations set out that will determine the level of parking provided. The Central and/or Accessible Urban

Locations comprise of apartments in more central locations that are well served by public transport. These locations have a default policy for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The Intermediate Urban Locations comprise of apartments in suburban/urban locations served by public transport or close to town centres or employments areas. These locations require that planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum cap parking standard. The Peripheral and/or Less Accessible Urban Locations comprise of apartments located in relatively peripheral or less accessible urban locations, one car parking space per unit, together with an element of visitor parking should generally be required.

For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage.

2.4 Design Manual for Urban Roads and Streets

DMURS 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 street networks and individual streets.



The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritizing pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

2.5 Cork County Development Plan 2022 - 2028

The Cork County Development Plan 2022-2028 came into effect on 6 June 2022. This plan replaces the 8 Municipal District (MD) Area Plans adopted in 2017 which includes the Kanturk Mallow MD Plan and the 9 Town Development Plans of the former Town Council Towns of which Mallow Town was one of these.

In Volume 6 (Maps) of the Plan, the site is designated as within the Urban Area of Mallow and is currently zoned as Residential. Volume 3 of the Plan deals with North Cork and Section 2.4 of Volume 3 deals with Mallow Town. All the following sub-sections referred to below relate to Volume 3 of the Plan.

Mallow is designated as a Key Town in the Regional Spatial and Economic Strategy for the Southern Region. Section 2.4.1 sets out a vision for Mallow to sustainably strengthen the employment-led growth and town centre-led regeneration of Mallow as a regional economic driver. It aims to ensure new

development delivers enhanced quality of life for all, based on high quality residential, working and recreational environments, respectful of the unique character and heritage of the town and supported by a good range of services and community facilities.

Section 2.4.2 states that an objective for Mallow in the plan is to grow its population from 12,459 (Census 2016) to 15,351 persons by 2028, developing the town as an integrated employment centre so that it fulfils its role at regional and county level. In order to accommodate this level of population growth, an additional 1,105 housing units will be required for the period 2020-2028 to be delivered primarily on Residential and Mixed-Use Zoning including Compact Growth Site.

The Cork County Development Plan 2022-2028 sets the broad development framework for the county and the development areas within its administrative boundary. In the context of the subject proposals, the following are the relevant transport and development policies and objectives set out in the plan: -

Objective: TM 12-9: Parking

Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:

a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.

b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.

c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).

d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.

e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.

f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met:

- Respects the character of the streetscape/landscape;*
- Will not adversely affect visual amenity, and*
- Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.*

g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.

h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use; i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.

Objective: TM 12-11: Smart Mobility

Support smart mobility to encourage innovation in sustainable mobility to facilitate multi-modal travel and mobility as a service.

Objective: TM 12-12: EV Charging

a) Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements.

b) The Council will liaise with other agencies to secure the retrospective provision of EV recharging points within the public realm of settlements where appropriate. Within public realm enhancements or reconfiguration schemes, any provision of EV charge points will be located so as not to inhibit pedestrian or cyclist movement or priority.

c) New applications for non-residential development with more than 10 parking spaces, or applications for substantial renovation of a building with more than 10 associated parking spaces, are to provide for the installation of at least one EV recharging point (or as required by national policy should such requirement specify a higher provision).

d) All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible.

2.5.1 Development Management Standards

Car Parking Standards

In order to determine the appropriate quantum of car parking for the proposed development, reference has been made to Section 12.24 of the Cork County Development Plan 2022-2028.

The Cork County Development Plan 2022- 2028 (Table 12.6) details the following 'maximum' Car Parking standards:

Table 2.1 – Maximum Car Parking Requirements

Type	Car Parking Standards
Residential: Dwellings	2 spaces per dwelling
Residential: Apartments	1.25 spaces per unit
Creche	1 space per 3 staff + 1 space per 10 children

Table 12.6 (Point 2) states:

“2. A reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.”

Disabled Car Parking Standards

The Cork County Development Plan 2022-2028 requires that 5% of all car parking spaces for non-residential developments are designed as disabled car parking spaces (Table 12.6 – Point 4).

4. 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking the Planning Authority may require a higher proportion of parking for this purpose. Disabled car parking spaces should be provided as close as reasonably possible to building entrance points and allocated and suitably sign posted for convenient access.

Parent & Child Car Parking Standards

The Cork County Development Plan 2022-2028 requires that 10% of all car parking spaces for non-residential developments are designed as parent and child car parking spaces (Table 12.6 – Point 5).

5. 10% of car parking spaces provided should be set aside for parent and child car parking in non-residential developments. Parent and child parking spaces should be provided as close as reasonably possible to building entrance points and should be allocated and suitably sign posted for convenient access.

Motorcycle Parking Standards

The Cork County Development Plan 2022-2028 requires that motorcycle parking spaces should be provided for non-residential and apartment developments (Table 12.6 – Point 6).

6. Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle

parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.

Electric Vehicle Parking

The Cork County Development Plan 2022-2028 requires that EV charging points are provided for every 10 no. car parking spaces, as well as installation of ducting infrastructure for every parking space. (Table 12.6 – Point 7 & 8).

7. Non residential developments with more than 10 parking spaces, or applications for substantial renovation of a building with more than 10 associated parking spaces, will provide at least one electric vehicle recharge point. Should National Policy require a greater provision of charge points this greater provision will apply. See also TM 12-12 EV Charging.

8. All other parking spaces, including in residential developments, should be constructed to be capable of accommodating future charging points as required.

Cycle Parking Standards

In order to determine the appropriate quantum of cycle parking for the proposed development, reference has been made to Section 12.24 of the Cork County Development Plan 2022-2028.

The Cork County Development Plan 2022- 2028 (Table 12.8 & 12.9) details the following ‘minimum Cycle Parking standards:

Table 2.2 – Minimum Cycle Parking Requirements

Type	Car Parking Standards
Residential: Dwellings	1 space per dwelling 1 visitor spaces / 5 units
Residential: Apartments	1 space per unit 1 visitor spaces / 2 units
Creche (Childcare Services)	1 space per 5 staff + 1 space per 10 children

Table 12.9 (Point 1) states:

1. Sheltered (covered) cycle parking can provide a higher quality of short-term parking offering weather protection and helping protect bikes from accidental damage by providing greater separation from a sidewalk or parking area. Installing cycle parking underneath awnings, overhangs or stairways can also provide good shelter and may avoid extra construction costs. An enclosed structure provides the best shelter however a simple covering will still help to protect bikes and cyclists from rain and snow. A minimum of 50% of short-term cycle parking and all long-term cycle

3 Characteristics of the Proposed Development

3.1 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.

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 Crèche.

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.

3.2 Car Parking Overview

Surface level car parking spaces are to be provided within the proposed development. It is proposed to provide a total of 589 No. car parking spaces on the development site which is lower than the maximum allowed in order to assist with the promotion of sustainable transport use in the area (cycling/walking/public transport).

Details of the car parking allocation and layout is contained in Figure 3.1 and also contain in Appendix A.



Figure 3.1 Proposed Car Parking Allocation Plan
(Source: Deady Gahan Architects)

3.3 Car Parking Provision

In order to determine the appropriate quantum of car parking for the proposed development, reference has been made to Section 12.24 of the Cork County Development Plan 2022-2028.

The Cork County Development Plan 2022- 2028 (Table 12.6) details the following ‘maximum’ Car Parking standards:

Table 3.1 – Maximum Car Parking Requirements

Type	Car Parking Standards	Car Parking Requirements
Residential: Dwellings (305 No.)	2 spaces per dwelling	610 spaces
Residential: Apartments (164 No.)	1.25 spaces per unit	205 spaces
Creche (Childcare Services)	1 space per 3 staff + 1 space per 10 children	15 spaces
Total		830 spaces

Table 12.6 (Point 2) states:

“2. A reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.”

The Department of Housing, Planning and Local Government (DHPLG) also mentions car parking, within the ‘Intermediate Urban Locations’ section of the document ‘Sustainable Urban Housing: Design Standards for New Apartments (2023)’. It states that;

“In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.”

The ‘Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities’ were published in January 2024, and in terms of application, the SPPRs contained in the Guidelines will supersede any conflicting provisions in current Development Plans.

Having regard to the above, the development proposes to provide a total of 589 No. car parking spaces. The assignment of the proposed 589 No. on-site car parking is summarised in Table 3.1, but in summary, 373 No. car parking spaces are proposed for the dwellings, 134 No. car parking spaces are proposed for the apartments (a ratio of 0.81 per apartment), 64 No. parking spaces are proposed for the visitors and short stay EV spaces and 14 No. car parking spaces (including 2 disabled spaces) are proposed for the childcare facility. 4 No. additional car parking spaces are located near the existing former lodge to the south of the site and 2 motorcycle spaces are proposed in the Creche car park. Details of the car parking allocation is contained in Table 3.2.

Table 3.2 Proposed Car Parking Allocation Plan
(Source: Deady Gahan Architects)

VEHICLE PARKING SPACES - RESIDENTIAL (HOUSING/APARTMENTS/DUPLEXES/CRECHE)			
Unit Types	No. of Units	Parking x Units	Total Parking
4 bed semi detached	68no.	2no. Parking spaces per unit	136no.
3 bed semi-detached / detached	132no.	1no. Parking space per unit	132no.
3 bed townhouse	60no.	1no. Parking space per unit	60no.
2 bed townhouse	42no.	1no. Parking space per unit	42no.
1 bed bungalow	3no.	1no. Parking space per unit	3no.
Apartments (GF apartments and duplex units)	164no.	0.8 no. Parking spaces per unit	134no.
TOTAL NUMBER OF PRIVATE PARKING SPACES			507no.
Accessible and Short Stay E.V. Spaces			41no.
Visitors Parking Spaces			23no.
Creche Parking and Drop Off			14no.
*includes 2 no. EV spaces, and 2 no. disabled spaces located in the creche car park.			
*2 no. motorcycle spaces, 2 no. EV spaces, and 2 no. disabled spaces are located in the creche car park.			
N.B. 4 no. parking spaces are allocated for the proposed Interpretive Centre / Café and Public Park to the South of the Site.			
TOTAL NUMBER OF PARKING SPACES (ENTIRE SITE)			589

Excluding the visitor car parking, a car parking rate of 1.20 spaces per residential unit (including car share spaces, accessible space and EV spaces) is provided for residents.

3.3.1 Local Study Area Context

In order to develop an understanding for the existing travel trends within the area of the subject development site, the Central Statistics Office's Town and Electoral areas map data has been investigated to determine what the travel trends are within the local vicinity of the subject development.

The SAPMAP is an interactive mapping tool that allows users to pinpoint a location on the map and access 2022 Census data related to that area. This data illustrates how residents within the surrounding residential estates commute to work or college/school. The analysis highlighted the trend in modes used by the workers and students travelling to work and school from their homes.

The summary of the data is shown in Figure 3.2.

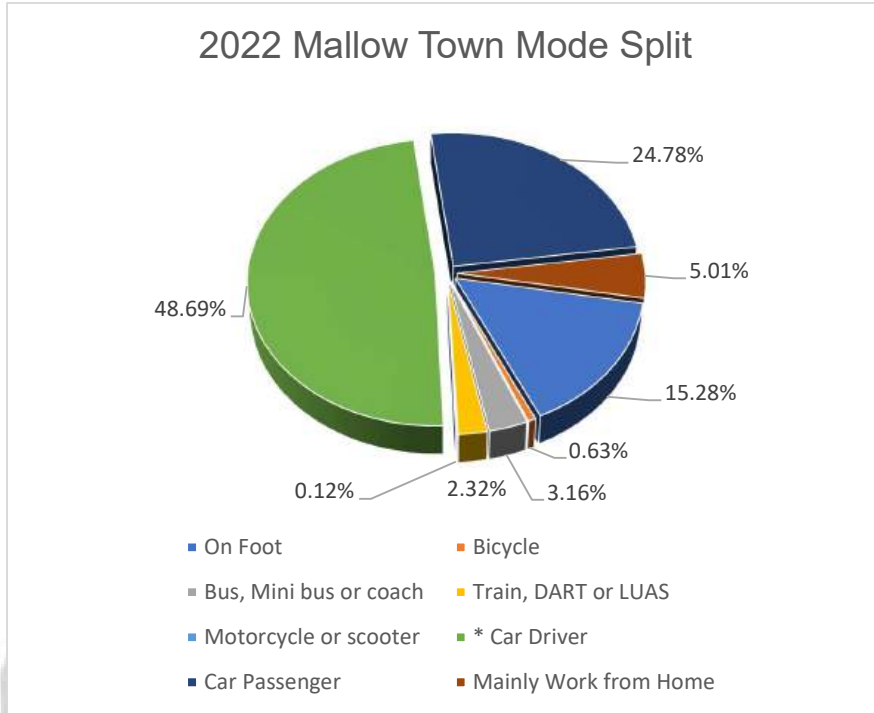


Figure 3.2: 2022 Modal Split for Mallow Town Area

The car driver (including lorry, van, etc) mode share equates to 48.96% for the Mallow Town area.

3.3.2 Car Ownership & Usage

In order to determine an appropriate car parking provision for the subject development the current demand for car parking within the surrounding area of the proposed development site was evaluated using 2022 Central Statistics Office (CSO) data and 2022 CSO Small Area Population Map (SAPMAP).

The residential properties within the town centre and electoral division areas in the immediate vicinity of the proposed development site have been included in the assessment of the travel patterns and car ownership and is illustrated in Figure 3.3. and Table 3.3

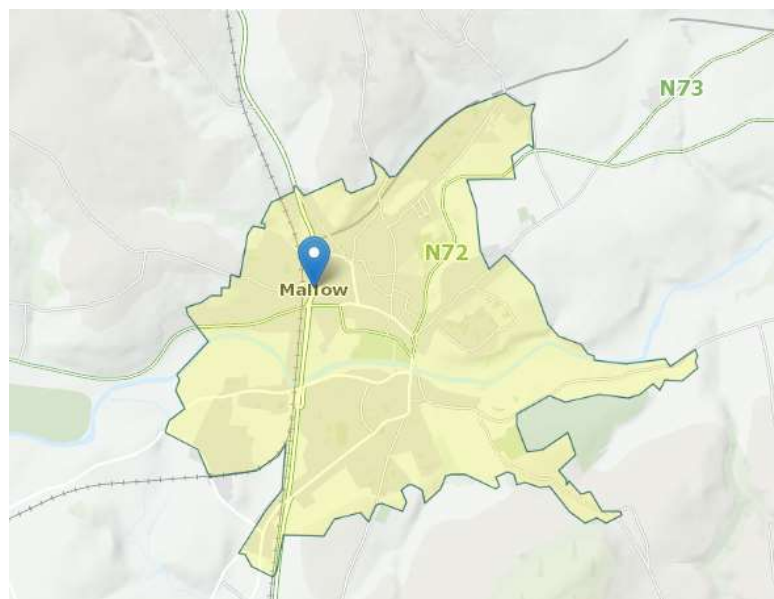


Figure 3.3: Mallow Area as identified by SAPMAP

Table 3.3 – Maximum Car Parking Requirements

No. of Cars	No. of Households	Percentage of Households with Cars
0	722	16.13%
1	1966	43.91%
2	1506	33.64%
3	212	4.74%
4+	71	1.59%
Total	4,477	100.00%

A total of 4,477 residential units are included in this assessment. The CSO data for households in Mallow indicated that 60.04% of households have either no or 1 car by household.

3.3.3 Summary

As expanded upon further in this report and the Mobility Management Plan, and in response to the subject site sustainable connectivity opportunities, the proposed car parking provision is considered appropriate at the subject site considering the accumulative benefits of a number of integrated accessibility characteristics including,

- The subject site is ideally located to encapsulate the principles of the 15 minute city urban planning concept with a range of everyday necessities and services easily reached by a 15-minute walk or cycle.
- The provision of GoCar spaces as an action for the Mobility Management Plan negates the need for residents to own and subsequently store a

private car on site. The GoCar vehicles will be readily available as they are being provided on site in designated spaces for the sole use of residents.

- The generous quantum of high quality secure cycle parking provision accommodated as part of the scheme proposals for both residents and visitors encourages the uptake of cycling as a preferred modal choice for the vast majority of local journeys subsequently negating the need for residents to own a private car.
- The implementation of the developments Parking Management Plan further influences a residents' decision to own/store a private motor car at the proposed development.
- It has been demonstrated that the existing (2022) mode share for car driver (including van, lorry, etc) across the local receiving environments is less than 50%. This ratio would suggest that parking provision at the proposed development is in line with current demand and requirements.
- It has been demonstrated that the existing (2022) baseline car ownership levels across the local receiving environments indicated that 60% of all households have either no or 1 car per household. This ratio would suggest that parking provision and car ownership at the proposed development are in line with current requirements.

In reference to the above accessibility characteristics the proposed quantum of car parking is considered appropriate at the subject site. The car parking provisions is considered to be appropriate, given the location, proximity and access to good quality public transport, proximity to the Town Centre of Mallow, and the range of services and facilities in the immediately surrounding area.

The proposed parking is consistent with the Sustainable Residential Development and Compact Settlement Guidelines 2024 which seeks to minimise the quantum of parking and reduce the demand for private car use and promoting sustainable modes of transport, given the accessibility of the site and the proximity to local services and amenities.

Car parking for the childcare facility (122 children capacity) the resulting 14 No. childcare facility parking spaces (segregated between drop-off and parking bays) is accommodated at surface level in close proximity to the pedestrian entrance to the creche facility.

3.4 Cycle Parking

3.4.1 Cycle Parking Overview

In order to determine the appropriate level of cycle parking provision for the proposed development reference should also be made to the Cork County Council requirements; (ii) the Department of Housing and Planning and Local Government (DHPLG) Government ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2023); and ‘Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities’ (2024).

The Cork County Development Plan 2022- 2028 (Table 12.8 & 12.9) details the following ‘minimum Cycle Parking standards:

Table 3.2 – Minimum Cycle Parking Requirements

Type	Car Parking Standards	Car Parking Requirements
Residential: Dwellings (305 No.)	1 space per dwelling 1 visitor space / 5 units	305 long-stay spaces 61 short-stay spaces
Residential: Apartments (164 No.)	1 space per unit 1 visitor spaces / 2 units	164 long-stay spaces 82 short-stay spaces
Creche (Childcare Services)	1 space per 5 staff + 1 space per 10 children	14 spaces
Total		626 spaces

With reference to the Table 3.2 above, the development provides 498 (484 No. residential and 14 No. childcare facility) cycle parking spaces in accordance with the Cork County Council Development standards.

The Department of Housing, Planning and Local Government (DHPLG) ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2023) states the following requirements for cycle parking (SPPR 4):

- 1 cycle storage space per bedroom; and
- 1 cycle space per two residential units for visitor parking.

The ‘Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities’ (2024) states the following requirements for cycle parking (SPPR 4): -

- 1 cycle storage space per bedroom; and
- Visitor cycle parking should also be provided.

In total, there are 469 No. residential units (1,181 beds), consisting of:

- 68 No. 4-bed semi-detached dwellings;
- 132 No. 3-bed detached / semi-detached dwellings;
- 60 No. 3-bed townhouse dwellings;
- 42 No. 2-bed townhouse dwellings;

- 164 No. duplex apartments / ground floor apartments; and
- 3 No. 1-bed bungalows.

The development also proposes the provision of 122 No. child Creche.

Reflecting the above standards, the development proposes to provide a total of 1,239 No. cycle parking spaces incorporating;

Residential

- 744 No. cycle parking spaces (assume average of 3 spaces per dwelling) contained in the direct accessed privately allocated amenity space for the
 - Semi-detached dwellings;
 - End Townhouse / Bungalow; and
 - End Ground Floor Apartment.
- 192 No. cycle parking spaces for the Duplex Apartments Type K
- 207 No. cycle parking spaces contained in 69 x 3 No secure units for the:
 - 1/2/3 Bed Mid Townhouse / Bungalow / Duplex Apartments
- 84 No. visitor cycle parking spaces (covered and secure)

Creche

- 12 No. cycle parking and 3 No. cargo-bike parking spaces at the creche.

(Note: 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).

Table 4.1: Proposed Cycle Parking Allocation Plan
(Source: Deady Gahan Architects)

BIKE PARKING SCHEDULE	
<p>1/2/3 Bed Mid Townhouse / Bungalow / Apt.+Duplex Type M and N Units (1 space per bedroom) - 151no. bike spaces required <i>*Semi-detached, End Townhouse/Bungalow, and End GF Apartment units have direct access to allocated GF private amenity space and can utilise this for bike storage.</i></p> <p> 69 X 3no. spaces (Secure) Total = 207no. spaces Meets standards set out in the 'Sustainable and Compact Settlements' Guidelines 2024</p>	
<p>Duplex Apartment Type K Spaces (1 space per bed + 1 space per 2 Apt units) <i>*Apartment Type J units have direct access to allocated GF private amenity space and can utilise this for bike storage.</i></p> <p> -180no. bike spaces required 192no. spaces provided (Secure)</p>	
<p>Visitors Spaces (1 space per 5 housing units, 1 space per 2 type M and N apartment units) - 71no. bike spaces required</p> <p> 84no. spaces (Covered)</p>	
<p>Creche Spaces <i>*Spaces provided in covered store, please refer to drawing no. 23107/P/010C for layout.</i></p> <p> 12no. spaces (Covered)  3no. Cargo Bike spaces (Secure)</p>	
TOTAL BIKE PARKING PROVIDED = 498no.	

The provision of additional cycle parking spaces (Total spaces available = 1,239 No. cycle spaces) over and above the County Development Plan standards and the 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (2024) 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.

3.5 Initiatives for Sustainable Travel

It is acknowledged that homeowners may require a vehicle of some sort for purposes other than commuting on an everyday basis and simply reducing car parking would not be realistic without implementing alternative measures to accommodate residents and visitors alike. Therefore, the following alternative arrangements are proposed should car parking and car ownership be reduced within the development:

- Mobility Management Plan;
- Increased Cycle Parking; and
- Infrastructure Initiatives / Car Club (GoCar).

Mobility Management Plan

Mobility Management Plan (MMP) has been prepared and should be read in conjunction with this document. The MMP will be developed further at operation stage by the management company and a set of initiatives which are undertaken to influence a sustainable modal shift for future residents that will reduce demand for car usage.

Increased Cycle Parking

Increasing cycle parking is an alternative measure when reducing car parking spaces. A significant number of cycle spaces are proposed for this development which includes a provision of public and secure storage units and space within the curtilage of the private dwellings, as follows:

Residential

- 744 No. cycle parking spaces (assume average of 3 spaces per dwelling) contained in the direct accessed privately allocated amenity space for the detached / semi-detached dwellings, end Townhouse / bungalow and end ground floor apartments.
- 192 No. cycle parking spaces for the Duplex Apartments Type K
- 207 No. cycle parking spaces contained in 69 x 3 No secure units for the 1/2/3 Bed Mid Townhouse / Bungalow / Duplex Apartments
- 84 No. visitor cycle parking spaces (covered and secure)

Creche

- 12 No. cycle parking and 3 No. cargo-bike parking spaces at the creche.

This provision is in excess of the Cork County Development Plan requirements and in line with the 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (2024) so as to 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.

Infrastructure Initiatives

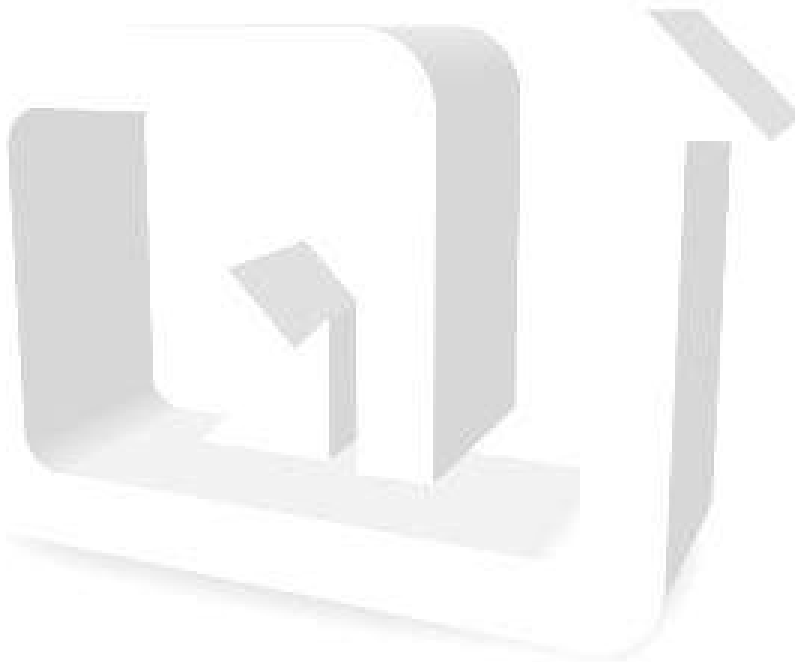
Active travel measures in the near vicinity of the proposal site should be investigated and delivered where possible, with the local authority to include:

- 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

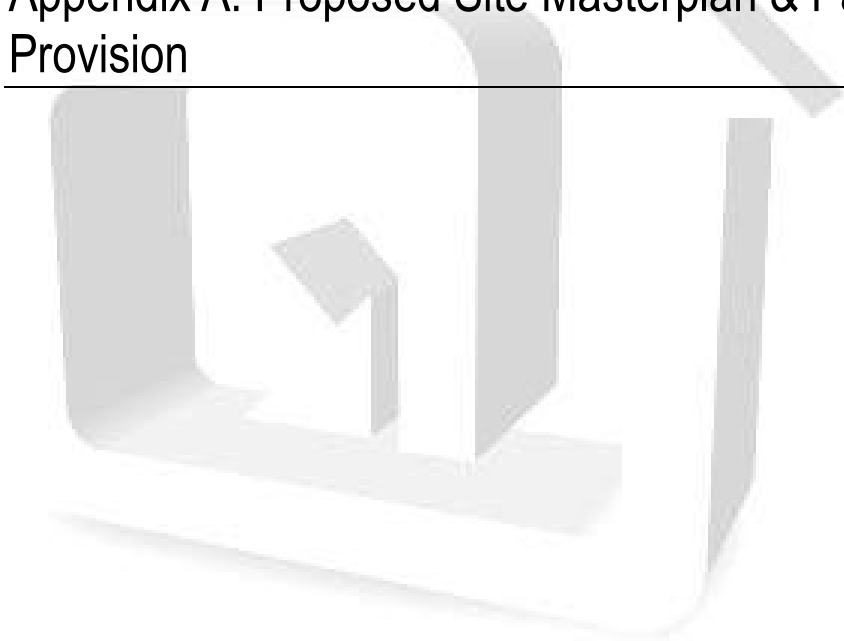
side in order to connect with the existing infrastructure further west of the site and enhance connectivity towards the town centre and the railway station. A 4.0m wide shared surface for the key Greenway route is proposed and a minimum width of 3.0m within the park to the south of the proposed development.

- 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 encouraging 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. A car club provides its members with quick and easy access to a vehicle for short term hire. The GoCar is a well-established and successful car club operator across Ireland. 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.

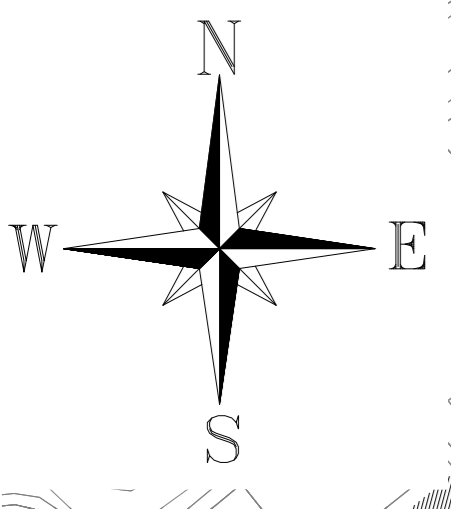
- Allowing unfolded pedal cycles to be carried on public service buses, especially those serving remote rural areas.
- Examine the potential to enhance the TFI Town Bus Service in Mallow. Currently the town doesn't have a TFI Town Bus service. TFI Town Bus services are provided in other large towns, 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.



Appendix A: Proposed Site Masterplan & Parking Provision



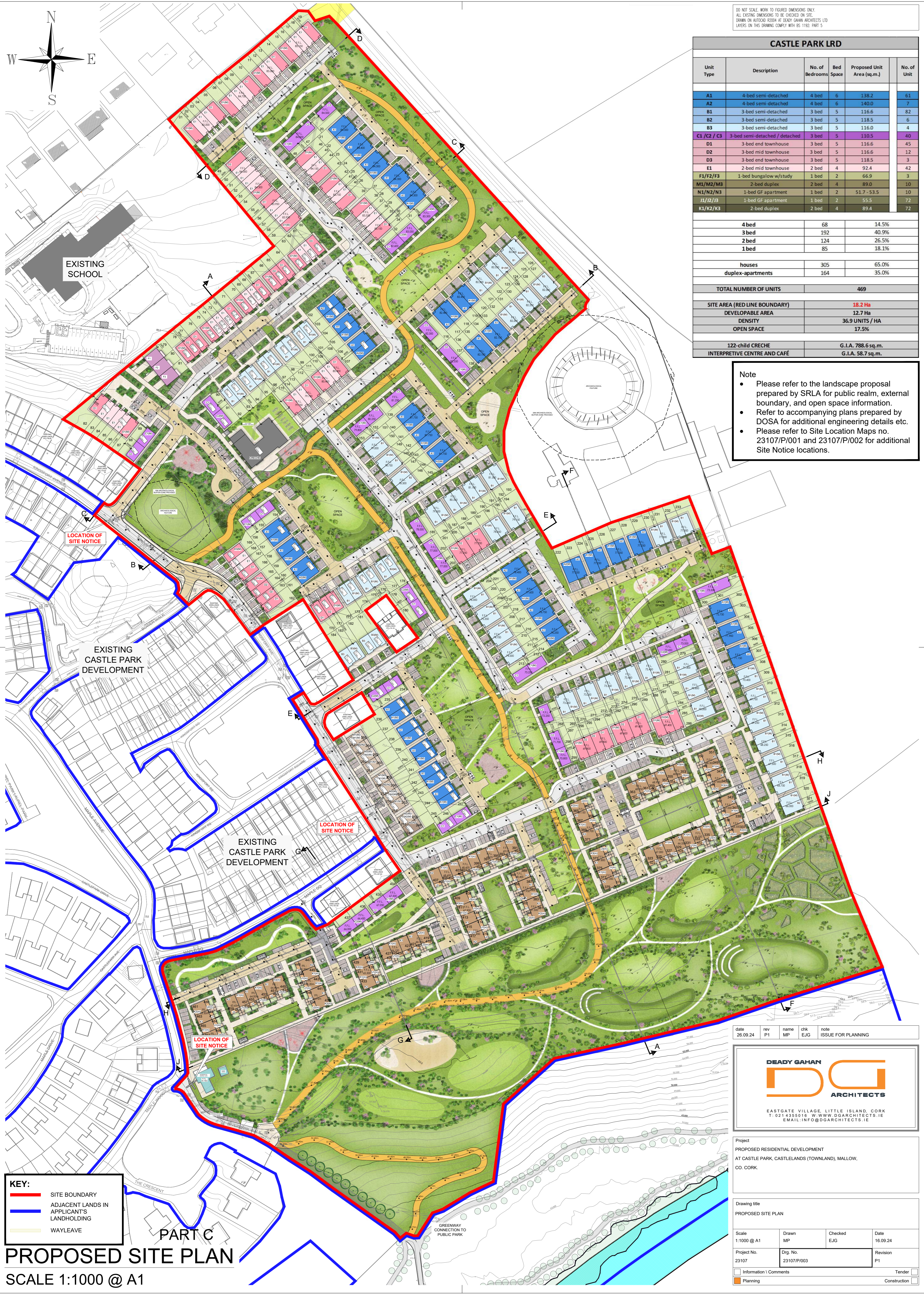
DO NOT SCALE. WORK TO DIMENSIONS ONLY.
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CASTLE PARK LRD					
Unit Type	Description	No. of Bedrooms	Bed Space	Proposed Unit Area (sq.m.)	No. of Unit
A1	4 bed semi-detached	4 bed	6	138.2	61
A2	4 bed semi-detached	4 bed	6	140.0	7
B1	3 bed semi-detached	3 bed	5	116.6	82
B2	3 bed semi-detached	3 bed	5	118.5	6
B3	3 bed semi-detached	3 bed	5	116.0	4
C1 / C2 / C3	3 bed semi-detached / detached	3 bed	5	110.5	40
D1	3 bed end townhouse	3 bed	5	116.6	45
D2	3 bed mid townhouse	3 bed	5	116.6	12
D3	3 bed end townhouse	3 bed	5	118.5	3
E1	2 bed mid townhouse	2 bed	4	92.4	42
F1/F2/F3	1 bed bungalow w/study	1 bed	2	66.9	3
M1/M2/M3	2-bed duplex	2 bed	4	89.0	10
N1/N2/N3	1-bed GF apartment	1 bed	2	51.7 - 53.5	10
J1/J2/J3	1-bed GF apartment	1 bed	2	55.5	72
K1/K2/K3	2-bed duplex	2 bed	4	89.4	72
		4 bed	68	14.5%	
		3 bed	192	40.9%	
		2 bed	124	26.5%	
		1 bed	85	18.1%	
		houses	305	65.0%	
		duplex-apartments	164	35.0%	
TOTAL NUMBER OF UNITS				469	
SITE AREA (RED LINE BOUNDARY)				18.2 Ha	
DEVELOPABLE AREA				12.7 Ha	
DENSITY				36.9 UNITS / HA	
OPEN SPACE				17.5%	
122-child CRECHE				G.I.A. 788.6 sq.m.	
INTERPRETIVE CENTRE AND CAFÉ				G.I.A. 58.7 sq.m.	

Note

- Please refer to the landscape proposal prepared by SRLA for public realm, external boundary, and open space information.
- Refer to accompanying plans prepared by DOSA for additional engineering details etc.
- Please refer to Site Location Maps no. 23107/P/001 and 23107/P/002 for additional Site Notice locations.



KEY:

- SITE BOUNDARY
- ADJACENT LANDS IN APPLICANT'S LANDHOLDING
- WAYLEAVE

PART C

PROPOSED SITE PLAN

SCALE 1:1000 @ A1

date	rev	name	chk	note
26.09.24	P1	MP	EJG	ISSUE FOR PLANNING

DEADY GAHAN ARCHITECTS

EASTGATE VILLAGE, LITTLE ISLAND, CORK
 T: 021 4355016 W: WWW.DGARCHITECTS.IE
 EMAIL: INFO@DGARCHITECTS.IE

Project
 PROPOSED RESIDENTIAL DEVELOPMENT
 AT CASTLE PARK, CASTLELANDS (TOWNLAND), MALLOW,
 CO. CORK.

Drawing title
 PROPOSED SITE PLAN

Scale	Drawn	Checked	Date
1:1000 @ A1	MP	EJG	16.09.24
Project No.	Drw. No.	Revision	
23107	23107/P/003	P1	

Information | Comments | Tender
 Planning | Construction

Proposed Vehicle Parking Allocation

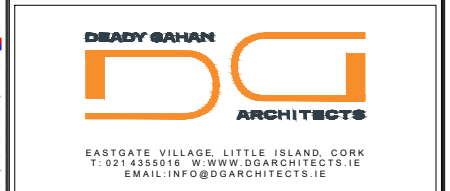
- Standard Parking Spaces
- Visitors Parking Spaces
- Creche Parking Spaces
- Disabled Parking Spaces
- EV Parking Spaces
- Motorcycle Parking Spaces

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VEHICLE PARKING SPACES - RESIDENTIAL (HOUSING/APARTMENTS/DUPLEXES/CRECHE)			
Unit Types	No. of Units	Parking x Units	Total Parking
4 bed semi detached	68no.	2no. Parking spaces per unit	136no.
3 bed semi-detached / detached	132no.	1no. Parking space per unit	132no.
3 bed townhouse	60no.	1no. Parking space per unit	60no.
2 bed townhouse	42no.	1no. Parking space per unit	42no.
1 bed bungalow	3no.	1no. Parking space per unit	3no.
Apartments (GF apartments and duplex units)	164no.	0.8 no. Parking spaces per unit	134no.
TOTAL NUMBER OF PRIVATE PARKING SPACES			507no.
Accessible and Short Stay E.V. Spaces			41no.
Visitors Parking Spaces			23no.
Creche Parking and Drop Off			14no.
*Includes 2 no. EV spaces, and 2 no. disabled spaces located in the creche car park.			
*2 no. motorcycle spaces, 2 no. EV spaces, and 2 no. disabled spaces are located in the creche car park.			
N.B. 4 no. parking spaces are allocated for the proposed Interpretive Centre / Café and Public Park to the South of the Site			
TOTAL NUMBER OF PARKING SPACES (ENTIRE SITE)			589



date	rev	name	chk	note
26.09.24	P1	MP	EJG	ISSUE FOR PLANNING

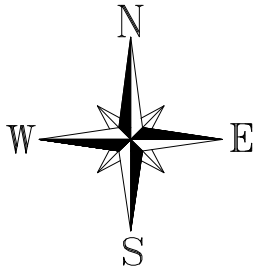


Project
 PROPOSED RESIDENTIAL DEVELOPMENT
 AT CASTLE PARK, CASTLELANDS (TOWNLAND), MALLOW,
 CO. CORK

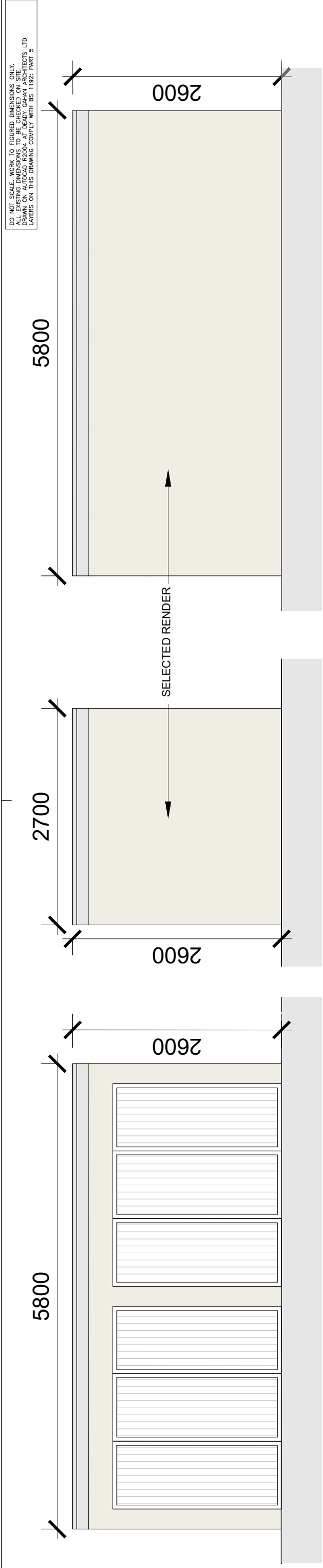
Drawing title
 PROPOSED VEHICLE PARKING ALLOCATION PLAN

Scale 1:2000 @ A3	Drawn MP	Checked EJG	Date 19.09.24
Project No. 23107	Dwg. No. 23107/P/006	Revision P1	

Information | Comments Tender
 Planning Construction



PROPOSED VEHICLE PARKING ALLOCATION PLAN
 SCALE 1:2000 @ A3



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FRONT ELEVATION

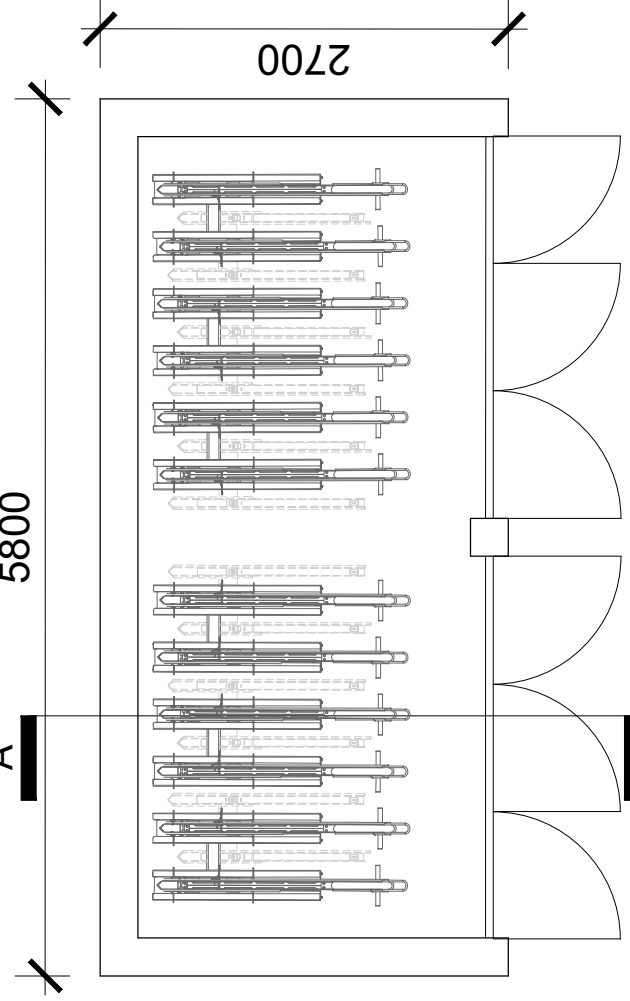
SCALE 1:50 @ A3

SIDE ELEVATION

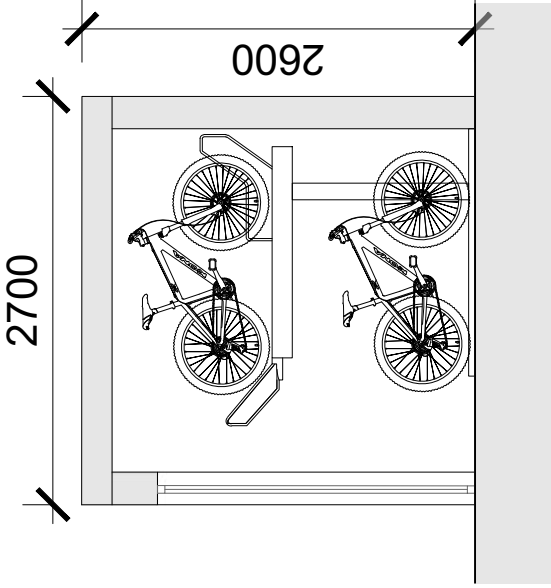
SCALE 1:50 @ A3

REAR ELEVATION

SCALE 1:50 @ A3



PLAN
SCALE 1:50 @ A3
2 TIER BIKE RACK
24no. SPACES



SECTION A-A
SCALE 1:50 @ A3



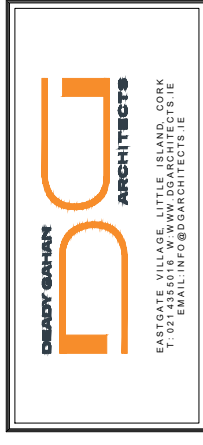
2 TIER SYSTEM IMAGE
NTS @ A3

Note
Orientation and levels vary.
Please refer to Site Plan (drawing no. 23107/P/003) for orientation.

PROPOSED SECURE BIKE STORE - 24 BIKES
SCALE 1:50 @ A3

BIKE PARKING SCHEDULE	
●	1/2/3 Bed Mid Townhouse / Bungalow / Apt.+Duplex Type M and N Units (1 space per bedroom) - 157no. bike spaces required <i>*Semi-detached, End Townhouse/Bungalow, and End GF Apartment units have direct access to allocated GF private amenity space and can utilise this for bike storage.</i>
●	69 X 3no. spaces (Secure) Total = 207no. spaces Meets standards set out in the 'Sustainable and Compact Settlements' Guidelines 2024
●	Duplex Apartment Type K Spaces (1 space per bed + 1 space per 2 Apt units) <i>*Apartment Type J units have direct access to allocated GF private amenity space and can utilise this for bike storage.</i>
●	-18no. bike spaces required 192no. spaces provided (Secure)
●	Visitors Spaces (1 space per 5 housing units, 1 space per 2 type M and N apartment units) - 71no. bike spaces required
●	84no. spaces (Covered)
●	Creche Spaces *Spaces provided in covered store, please refer to drawing no. 23107/P/010C for layout.
●	12no. spaces (Covered) 3no. Cargo Bike spaces (Secure)
TOTAL BIKE PARKING PROVIDED = 498no.	

DATE	REV	CHK	NO
20.09.24	PI	MP	EJG
			ISSUE FOR PLANNING



Project
PROPOSED RESIDENTIAL DEVELOPMENT
AT CASTLE PARK, CASTLELANDS (TOWNLAND), MALLOW,
CO. CORK

Scale	Drawn	Checked	Date
1:50 @ A3	MP	EJG	19.09.24
Project No.	Dwg. No.	Revision	
23107	23107/P/010A	P1	

Information Comments
 Planning
 Construction



KEY PLAN (BIKE STORE LOCATIONS)
NTS @ A3

PROPOSED SECURE BIKE STORE - 24 BIKES
SCALE 1:50 @ A3

Hegsons Design Consultancy Limited

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

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Pembroke Hall 38/39 Fitzwilliam Square West, Dublin 2,
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