

**Document Title**

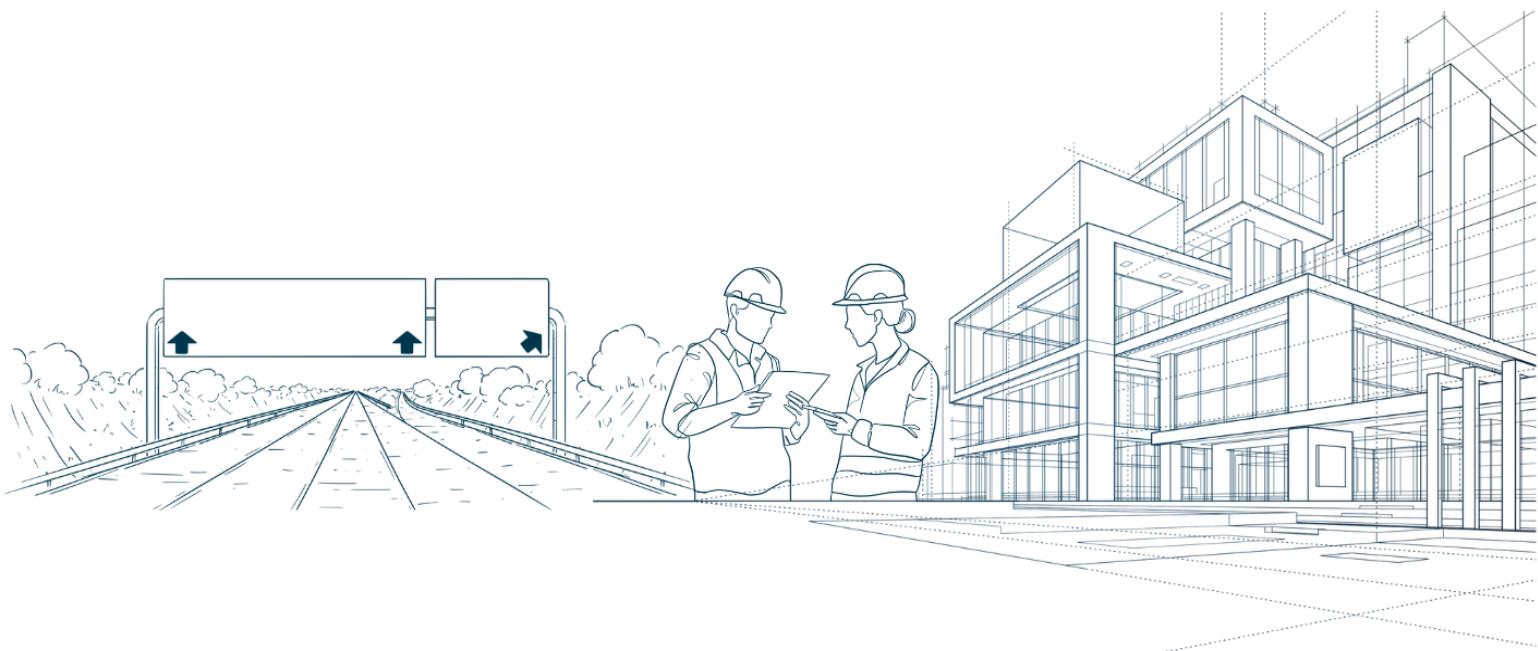
Stage 1 Quality Audit Response Document

**Project**

Proposed Residential Development at Anglesea Terrace,  
Old Station Road, Cork

**Client**

Land Development Agency on behalf of Cork City Council



H105-CSC-ZZ-XX-RP-C-0006

**Job No.** H105

8 October 2025

<b>DOCUMENT STATUS</b>					
File Location: J:\H_JOBS\Job-H105\B_DOCUMENTS\1.0 Planning\1.0 CIVIL ENGINEERING\6.0 QAR\H105-CSC-ZZ-XX-RP-C-0006 QAR.docx					
BS 1192	H105-CSC-ZZ-XX-RP-C-0006				
Version	Purpose of Document	Author	Reviewed by	Approved by	Issue Date
P1	Pre – Part 8 Issue	HY	LJ	MME	08.10.2025

#### **Disclaimer**

This document has been prepared for the exclusive use of our Client and unless otherwise agreed in writing with KP & Associates Consulting Engineers Ltd. T/A CS Consulting no other party may use, make use of or rely on the contents of this document. The document has been compiled using the resources agreed with the Client and in accordance with the agreed scope of work. KP & Associates Consulting Engineers Ltd. T/A CS Consulting accepts no responsibility or liability for any use that is made of this document other than for the purposes for which it was originally commissioned and prepared, including by any third party or use by others of opinions or data contained in this document. KP & Associates Consulting Engineers Ltd. T/A CS Consulting accepts no liability for any documents or information supplied by others and contained within this report. It is expressly stated that no independent verification of any documents or information supplied by others for this document has been made. KP & Associates Consulting Engineers Ltd. T/A CS Consulting has used reasonable skill, care and diligence in compiling this document and no warranty is provided as to the report's accuracy.

#### **Copyright**

The contents and format of this report are subject to copyright owned by KP & Associates Consulting Engineers Ltd. T/A CS Consulting unless that copyright has been legally assigned by us to another party or is used by KP & Associates Consulting Engineers Ltd. T/A CS Consulting under licence. This report may not be copied or used for any purpose other than the intended purpose.



## STAGE 1 QUALITY AUDIT RESPONSE DOCUMENT

### PROPOSED RESIDENTIAL DEVELOPMENT AT ANGLESEA TERRACE, OLD STATION ROAD, CORK

#### CONTENTS

1.0	INTRODUCTION .....	1
2.0	RESPONSE TO STAGE 1 QUALITY AUDIT.....	1
2.1	Access Audit .....	1
2.2	Cycle Audit .....	3
2.3	Walking Audit.....	3
2.4	Road Safety Audit .....	4

## 1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Land Development Agency on behalf of Cork City Council to prepare a Stage 1 Quality Audit Response Document for a residential development at Anglesea Terrace, Old Station Road, Cork.

The following responses are to clarify the recommendations of the Stage 1 Quality Audit carried out by PMCE Consults for the proposed development at Anglesea Terrace, Old Station Road, Cork.

## 2.0 RESPONSE TO STAGE 1 QUALITY AUDIT

### 2.1 Access Audit

#### Item A.1.1

*The stem of the tactile paving at the existing signalised pedestrian crossing on the western side of South City Link Road does not extend to the back of the footpath. This may lead to visually-impaired pedestrians travelling at the back of the footpath being unable to detect the tactile paving and subsequently the crossings resulting in them being unable to safely and independently navigate the road layout.*

#### Recommendation

*The stem of the tactile paving should extend to the back of the footpath at the location of the crossing.*

#### Response to Item A.1.1

The stem of the tactile paving has been extended to the back of the footpath at the location of the crossing as recommended. Please refer to CS drawing no. **H105-CSC-XX-XX-DR-C-0013**.

#### Item A.1.2

*A tree is located in the middle of the pedestrian footway, which may represent an obstacle for visually impaired pedestrians.*

#### Recommendation

*The tree should be relocated outside the path where it will not present an obstacle to visually impaired pedestrians.*

#### Response to Item A.1.2

The pathway shall stop before the secondary plaza area and shall have a kerb delineation between the pathway and plaza area.

#### Item A.1.3

*It appears from the drawing that there are no mobility impaired parking bays proposed within or in close proximity to the development. In a development of this scale it may be necessary to cater for mobility impaired users. This may result in mobility impaired users or passengers having to park a significant distance from the development..*

#### Recommendation

An assessment should be carried out to determine if a mobility impaired parking space is required.

#### Response to Item A.1.3

It is not proposed to provide any mobility impaired parking spaces as part of the proposed development, and this has been agreed with Cork County Council.

#### Item A.1.4

*The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.*

#### Recommendation

*The proposed 'no dig surface' should be composed of a bound material.*

#### Response to Item A.1.4

The no dig surface shall be composed of a bound material.

#### Item A.1.5

*Dropped kerbs, where tactile paving arrangement is proposed, has not been indicated at the loading bay on the western side of Anglesea Terrace, so it is unclear how mobility impaired vehicle occupants will travel between the parking space and the adjacent footpath.*

### Recommendation

*Ensure mobility impaired users can safely travel between the parking spaces and the adjacent footpath.*

### Response to Item A.1.5

Dropped kerb shall be provided at the locations of tactile paving to ensure that the mobility impaired users can safely travel between the parking spaces and the adjacent footpath.

## **2.2 Cycle Audit**

### Item B.1.2

*Trees are indicated as overhanging the footway located on the eastern side of the development. The specification of tree is unclear, but low hanging canopies may increase the risk of head strikes, leading to personal injury.*

### Recommendation

*Ensure tree canopies are at least 2.3m above the footway, or 2.5m if cyclists are expected to use the pavement.*

### Response to Item B.1.2

These canopies are of existing trees, and will be subject to BS5837 trees in relation to design, demolition and construction. It is understood that the existing canopy is notably above head clearance height, and any local pruning shall be coordinated and conducted by trained arboriculture specialist.

## **2.3 Walking Audit**

### Item C.1.1

*The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.*

### Recommendation

*The proposed 'no dig surface' should be composed of a bound material.*

### Response to Item C.1.1

The no dig surface shall be composed of a bound material.

## 2.4 Road Safety Audit

### Item 3.1

*The stem of the tactile paving at the existing signalised pedestrian crossing on the western side of South City Link Road does not extend to the back of the footpath. This may lead to visually-impaired pedestrians travelling at the back of the footpath being unable to detect the tactile paving and subsequently the crossings resulting in them being unable to safely and independently navigate the road layout.*

#### Recommendation

*The stem of the tactile paving should extend to the back of the footpath at the location of the crossing.*

#### Response to Item 3.1

*The stem of the tactile paving has been extended to the back of the footpath at the location of the crossing as recommended. Please refer to CS drawing no. **H105-CSC-XX-XX-DR-C-0013**.*

### Item 3.2

*A new build-out has been indicated on Anglesea Terrace, to the south of the proposed development. The build-out commences shortly after a horizontal curve, so may not be clearly visible to drivers on Anglesea Terrace. This may increase the risk of wheel strikes and material damage collisions.*

#### Recommendation

*The build-out should be extended to smoothly tie-in with the kerb line at the corner of Anglesea Terrace.*

#### Response to Item 3.2

*The build out has been extended to smoothly tie-in with the kerb line at the corner of Anglesea Terrace. Please refer to CS drawing no. **H105-CSC-XX-XX-DR-C-0013**.*

### Item 3.3

*Trees are indicated as overhanging the footway located on the eastern side of the development. The specification of tree is unclear, but low hanging canopies may increase the risk of head strikes, leading to personal injury.*

### Recommendation

*Ensure tree canopies are at least 2.3m above the footway, or 2.5m if cyclists are expected to use the pavement.*

### Response to Item 3.3

These canopies are of existing trees, and will be subject to BS5837 trees in relation to design, demolition and construction. It is understood that the existing canopy is notably above head clearance height, and any local pruning shall be coordinated and conducted by trained arboriculture specialist.

### Item 3.4

*Dropped kerbs, where tactile paving arrangement is proposed, has not been indicated at the loading bay on the western side of Anglesea Terrace, so it is unclear how mobility impaired vehicle occupants will travel between the parking space and the adjacent footpath.*

### Recommendation

*Ensure mobility impaired users can safely travel between the parking spaces and the adjacent footpath.*

### Response to Item 3.4

Dropped kerbs have been proposed on both sides of the loading bays to ensure that mobility-impaired users can safely travel between the parking spaces and the adjacent footpath.

### Item 3.5

*It is not clear whether the proposed layout at the eastern end of Anglesea Terrace can accommodate the swept path of larger vehicles such as refuse trucks or vans. A lack of adequate space for U-turn manoeuvres may increase the likelihood of material damage collisions.*

### Recommendation

*A formal turning head or an alternative arrangement should be incorporated to facilitate safe turning movements for larger vehicles.*

### Response to Item 3.5

The vehicles shall use the existing access road as a turning head to turn and exit. Swept path analyses have been carried out for a refuse vehicle, a delivery van, and a fire tender. Please refer to CS drawing nos. **H105-CSC-XX-XX-DR-C-0006** and **H105-CSC-XX-XX-DR-C-0007**, which confirm that the arrangement can accommodate the swept paths of larger vehicles where required.

### Item 3.6

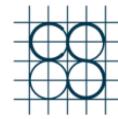
*The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.*

### Recommendation

*The proposed 'no dig surface' should be composed of a bound material.*

### Response to Item 3.6

The no dig surface shall be composed of a bound material.



**CS CONSULTING**  
Civil, Structural & Traffic Engineering

**APPENDIX A**  
**STAGE 1 QUALITY AUDIT BY PMCE**

Cronin & Sutton Consulting

Residential Development at Anglesea  
Terrace, Old Station Road, Co. Cork

Stage 1 Quality Audit

**P//CE**

October 2025

Cronin & Sutton Consulting

# Residential Development at Anglesea Terrace, Old Station Road, Co. Cork

## Stage 1 Quality Audit

Document Ref:	<b>P25046-PMCE-XX-XX-RP-QA-3_0001</b>				
---------------	---------------------------------------	--	--	--	--

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	AP	TAG	TAG	15 <sup>th</sup> Oct 2025	Final Report
2.0	AP	TAG	TAG	6 <sup>th</sup> Oct 2025	Final Report
1.0	XY/AP	TAG	TAG	26 <sup>th</sup> Sept 2025	Draft Report



T +353 (1) 464 3041  
F +353 (1) 459 1836  
info@pmceconsultants.com  
www.pmceconsultants.com

17, Greenmount House  
Greenmount Office Park  
Harold's Cross, Dublin 6W  
D6W VX78, Ireland

## Table of Contents

1	Quality Audit Report.....	1
1.1	Background .....	1
1.2	Local Environment .....	2
1.3	Existing Pedestrian & Cyclist Facilities.....	2
1.4	Public Transport.....	3
1.5	Proposed Scheme/Development Description.....	4
1.6	Summary of Individual Audit Findings .....	5
	<b>Appendix A: Access Audit .....</b>	<b>7</b>
A.1	List of Access Issues .....	7
	<b>Appendix B: Cycle Audit.....</b>	<b>9</b>
B.1	List of Cycle Issues .....	9
	<b>Appendix C: Walking Audit.....</b>	<b>10</b>
C.1	List of Walking Issues .....	10
	<b>Appendix D: Road Safety Audit.....</b>	<b>11</b>

# 1 Quality Audit Report

## 1.1 Background

This report was prepared in response to a request from Mr. Linganand Jewargi of Cronin & Sutton Consulting (Dublin) to provide a Stage 1 Quality Audit of the Proposed Residential Development in Anglesea Terrace, Old Station Road, Co. Cork.

Quality Audits consist of a number of overlapping audits, as described in the Design Manual for Urban Roads and Streets (Ireland). Table 1-1 outlines the transport-related audits undertaken by PMCE and includes a brief overview of the purpose or goal of each report.

**TABLE 1-1 QUALITY AUDIT REPORT CONTENTS**

<b>Access Audit</b>	The purpose of the Access Audit is to review the proposed Scheme to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size or disability.
<b>Cycle Audit</b>	The purpose of the Cycle Audit is to review the proposed Scheme/Development to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.
<b>Walking Audit</b>	The purpose of the Walking Audit is to review the proposed Scheme to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.
<b>Road Safety Audit</b>	The purpose of a Road Safety Audit is to identify problems that may lead to road safety issues, collisions or injuries, and to offer recommendations that would mitigate identified safety risks.
<b>Non-Motorised User Audit<sup>1</sup></b>	The purpose of the Non-Motorised User (NMU) Audit is to review the proposed Scheme to assess if it will cater comfortably for all non-motorised road users, of all ages and abilities, and that the needs of these vulnerable road users have been prioritised over vehicular traffic.

A Quality Audit is not intended to pass or fail a design, rather it is intended as an assessment tool that highlights areas for potential improvements.

---

<sup>1</sup> A separate Non-motorised User (NMU) Audit has not been prepared. For the proposed scheme/development, separate Access, Walking & Cycling Audits have been undertaken, and these should be referred to for findings in relation to NMUs.

## 1.2 Local Environment

### 1.2.1 Site Location

A new residential development is proposed on Anglesea Terrace, located in Co. Cork, approximately 500m southeast of Cork City centre. The site is bound to the north by Old Station Road, to the west by an existing carpark, to the south by Anglesea Terrace, and to the east by the South City Link Road.

The development will be accessed by either Anglesea Terrace or Old Station Road. Anglesea Terrace is a cul de sac which continues west forming a priority-controlled T-Junction with Anglesea Street. In the vicinity of the junction, Old Station Road is a two-way two-lane carriageway approximately 11m wide with a posted speed limit of 50kph. Anglesea Terrace is a two-way single carriageway approximately 7m wide which runs in an east-west direction from its junction with Anglesea Street to the end of the cul de sac. There are existing footpaths and public lighting on both sides of Anglesea Terrace which are proposed to tie-in to the proposed footpaths within the development site.

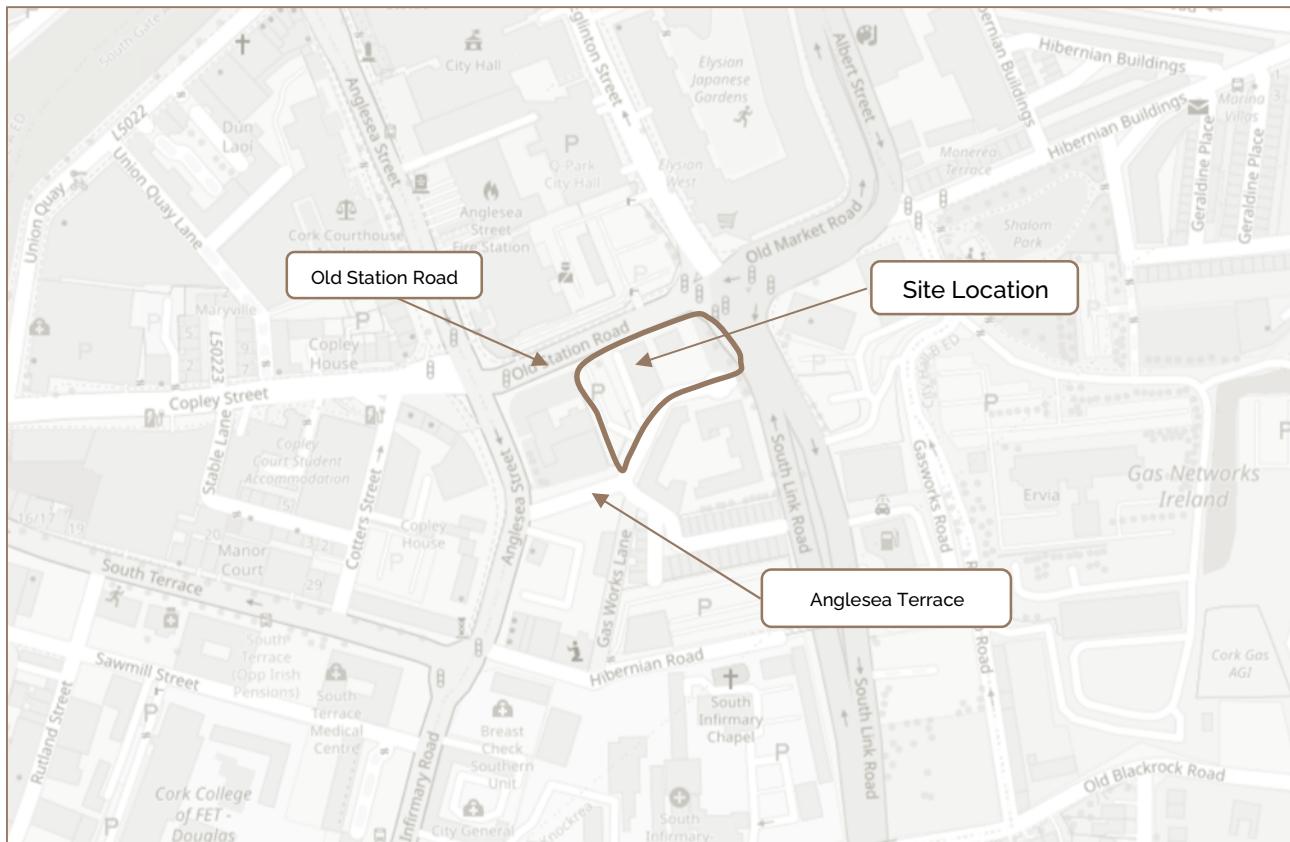


FIGURE 1-1: SITE LOCATION (SOURCE: [WWW.OPENSTREETMAP.ORG](http://WWW.OPENSTREETMAP.ORG))

## 1.3 Existing Pedestrian & Cyclist Facilities

At present there is good pedestrian infrastructure to north and south of the proposed development. Footpaths are provided on both sides of the Anglesea Terrace and Old Station Road which will be connected to the proposed pedestrian facilities within the development. No cycle facilities are provided within the surrounding network.

The proposed development will include a wide footpath which will follow a circulatory route terminating at the northern and southern extents of the development.

## 1.4 Public Transport

Bus stops, and associated bus services, are available in close proximity to the site of the proposed development (see Figure 1-2). The nearest bus stops to the proposed development are listed in Table 1-2 including the bus routes which serve these bus stops.

In addition, Cork Train Station is located to the northeast of the development with 1.5km walking distance, which can facilitate travel between Cork and other regional urban centres.

**TABLE 1-2: BUS ROUTES NEAR THE PROPOSED DEVELOPMENT**

Bus Stop (Name)	Nearest Bus Stop (number)	Stop ID	Proximity to the development	Travelling between	Frequency
202	Cork City Hall	236851	500m	Hollyhill-Merchants Quay-Mahon Point	Every 20 minutes one bus
212				Kent Station - Blackrock Road - Mahon Point via	Every one hour one bus
213				Black Ash - St. Patrick Street	Every 10 minutes one bus
228	Anglesea Street	250841	300m	Kinsale - Cork Saint Patrick's Quay	Every one hour one bus
226				Kinsale - Cork Airport - Kent Station	Every one hour one bus
203	South Terrace	240911	290m	Manor Farm - St Patrick Street. - Parklands	Every 20 minutes one bus
206				Grange - Douglas - South Mall	Every 15 minutes one bus
207				Donnybrook - St. Patrick Street - Glenheights	Every 15 / 30 minutes one bus
209A				Connolly Rd - Pouladuff - Cork City Centre	One departure from Anglesea Street at 12:25 and 15:35 One Arrival from South Terrace at 09:42, 12:47 and 15:57
215				Mahon Point - Blarney - Cloghroe	Every 30 minutes one bus
215A				Mahon Point - Boreenmanna Road. - South Mall	Every 30 minutes one bus
216				CUH - Grand Parade - Monkstown	Every 30 minutes one bus
220				Ovens - Carrigaline - Fort Camden	Every 15 minutes one bus
223				South Mall - Monkstown - Haulbowline	Every one hour one bus
223X				South Mall - Ringaskiddy - Haulbowline	One departure from Anglesea Street at 06:15 and 06:45 One arrival from South Terrace at 19:40 Only operation on weekdays
225	Anglesea Street	250841	300m	Kent Station - Cork Airport - Haulbowline	Every one hour one bus
220X	South Terrace	240911	290m	Ovens - Carrigaline - Crosshaven	Every one hour one bus Monday to Saturday service
220A				South Mall - Carrigaline - Fountinstown	every 20 mins from every 30mins Sunday only service

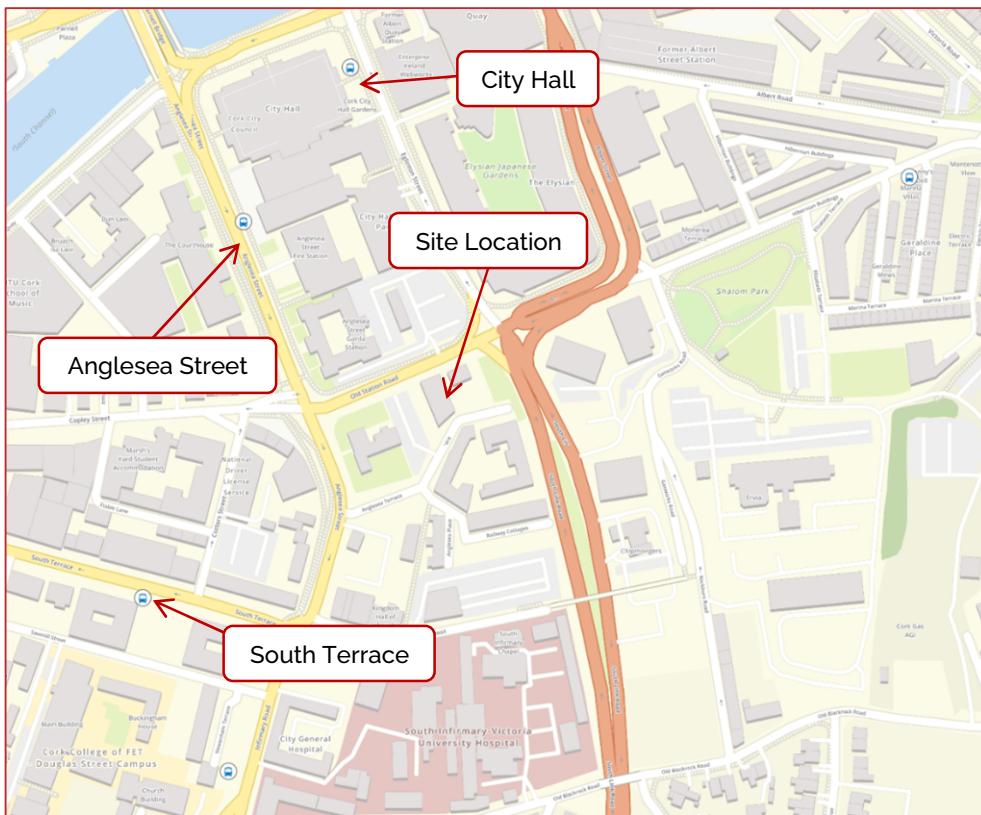


FIGURE 1-2: NEARBY BUS STOPS (SOURCE: [WWW.TRANSPORTFORIRELAND.IE](http://WWW.TRANSPORTFORIRELAND.IE))

## 1.5 Proposed Scheme/Development Description

The proposed residential development would include the following:

- 147 Residential apartments & 3 small commercial units.
- A new footpath tying into the existing on Old Station Road and Anglesea Terrace.
- An internal footpath network within the development.
- Public open spaces.
- Landscaping.
- A proposed on-street loading bay.
- Bicycle storage for long stay and short stay bicycle parking.

## 1.6 Summary of Individual Audit Findings

The following table summarises the issues identified by the component audits of this Quality Audit, and the Design Team's response to the issues raised.

#					Summary of Audit Issue	Design Team Response/Action
1					The stem of the tactile paving at the existing signalised pedestrian crossing on the western side of South City Link Road does not extend to the back of the footpath. This may lead to visually-impaired pedestrians travelling at the back of the footpath being unable to detect the tactile paving and subsequently the crossings resulting in them being unable to safely and independently navigate the road layout.	The stem of the tactile paving will be extended to the back of the footpath.
2					A tree is located in the middle of the pedestrian footway, which may represent an obstacle for visually impaired pedestrians.	The pathway shall stop before the secondary plaza area and shall have a kerb delineation between the pathway and the plaza area.
3					It appears from the drawing that there are no mobility impaired parking bays proposed within or in close proximity to the development. In a development of this scale it may be necessary to cater for mobility impaired users. This may result in mobility impaired users or passengers having to park a significant distance from the development.	It is not proposed to provide any mobility impaired parking spaces as part of the proposed development, and this has been agreed with Cork City Council
4					The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.	The footpath along the eastern boundary shall be composed of bound materials.

#					Summary of Audit Issue	Design Team Response/Action
5					Dropped kerbs, where tactile paving arrangement is proposed, has not been indicated at the loading bay on the western side of Anglesea Terrace, so it is unclear how mobility impaired vehicle occupants will travel between the parking space and the adjacent footpath.	Dropped kerb shall be provided at the locations of the tactile paving.
6					Trees are indicated as overhanging the footway located on the eastern side of the development. The specification of tree is unclear, but low hanging canopies may increase the risk of head strikes, leading to personal injury.	These canopies are of existing trees, and will be subject to BS5837 trees in relation to design, demolition and construction. It is understood that the existing canopy is notably above head clearance height, and any local pruning shall be coordinated and conducted by trained arboriculture specialist.
7					A new build-out has been indicated on Anglesea Terrace, to the south of the proposed development. The build-out commences shortly after a horizontal curve, so may not be clearly visible to drivers on Anglesea Terrace. This may increase the risk of wheel strikes and material damage collisions.	The build out shall be extended to smoothly tie-in with the kerb line at the corner of Anglesea Terrace
8					It is not clear whether the proposed layout at the eastern end of Anglesea Terrace can accommodate the swept path of larger vehicles such as refuse trucks or vans. A lack of adequate space for U-turn manoeuvres may increase the likelihood of material damage collisions.	The vehicles shall use the existing access road as a turning head to turn and exit. A swept path analysis has been carried out which accommodates this arrangement.

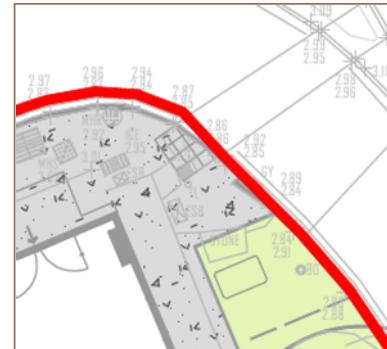
## Appendix A: Access Audit

The purpose of this Access Audit is to review the proposed development to assess if it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, or disability.

### A.1 List of Access Issues

#### A.1.1 Tactile Paving Stem

The stem of the tactile paving at the existing signalised pedestrian crossing on the western side of South City Link Road does not extend to the back of the footpath. This may lead to visually-impaired pedestrians travelling at the back of the footpath being unable to detect the tactile paving and subsequently the crossings resulting in them being unable to safely and independently navigate the road layout.



##### Recommendation

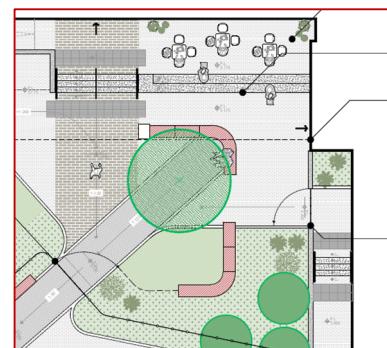
The stem of the tactile paving should extend to the back of the footpath at the location of the crossing.

#### A.1.2 Location of Tree

A tree is located in the middle of the pedestrian footway, which may represent an obstacle for visually impaired pedestrians.

##### Recommendation

The tree should be relocated outside the path where it will not present an obstacle to visually impaired pedestrians.



#### A.1.3 Absence of Mobility Impaired Parking Spaces

It appears from the drawing that there are no mobility impaired parking bays proposed within or in close proximity to the development. In a development of this scale it may be necessary to cater for mobility impaired users. This may result in mobility impaired users or passengers having to park a significant distance from the development.

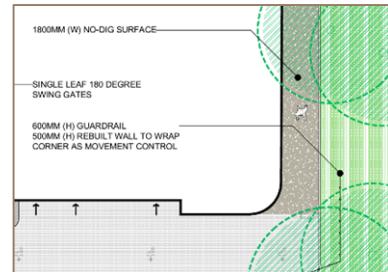
##### Recommendation

An assessment should be carried out to determine if a mobility impaired parking space is required.

#### A.1.4 Surface of Footpath

The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.

##### Recommendation



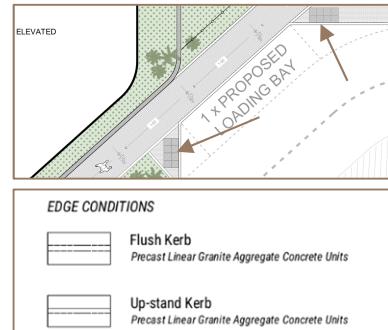
The proposed 'no dig surface' should be composed of a bound material.

#### A.1.5 Absence of Dropped Kerbs

Dropped kerbs, where tactile paving arrangement is proposed, has not been indicated at the loading bay on the western side of Anglesea Terrace, so it is unclear how mobility impaired vehicle occupants will travel between the parking space and the adjacent footpath.

##### Recommendation

Ensure mobility impaired users can safely travel between the parking spaces and the adjacent footpath.



## Appendix B: Cycle Audit

The purpose of this Cycle Audit is to review the proposed development to assess if it will cater comfortably for cyclists, of all ages and abilities, and that the needs of cyclists have been prioritised over vehicular traffic.

### B.1 List of Cycle Issues

#### B.1.1 Bicycle Parking Provision within Development

It is proposed to provide 2 cargo bike spaces, 28 short – stay bicycle parking spaces and 147 long-term parking spaces within the development. The development will include 147 residential units and therefore the provision of bicycle parking spaces will meet the requirements of Table 11.114 of the Development Plan 2022-2028, as it states that one cycle parking space should be provided per residential unit in Cork City Centre or Inner Urban Areas.

#### B.1.2 Overhanging Trees

Trees are indicated as overhanging the footway located on the eastern side of the development. The specification of tree is unclear, but low hanging canopies may increase the risk of head strikes, leading to personal injury.

##### Recommendation

Ensure tree canopies are at least 2.3m above the footway, or 2.5m if cyclists are expected to use the pavement.



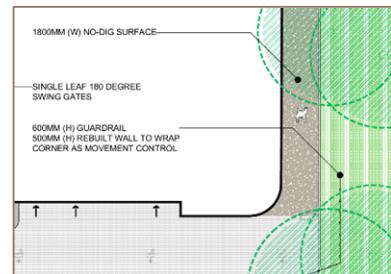
## Appendix C: Walking Audit

The purpose of this Walking Audit is to review the proposed development to assess if it can be readily and comfortably traversed by pedestrians, that the needs of pedestrians have been prioritised over cyclists & vehicles, and that footpaths are continuous and wide enough to cater for the anticipated number of pedestrians.

### C.1 List of Walking Issues

#### C.1.1 Surface of Footpath

The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.



#### Recommendation

The proposed 'no dig surface' should be composed of a bound material.

## Appendix D: Road Safety Audit

The purpose of a Road Safety Audit is to identify problems that may lead to road safety collisions, material damage or personal injury, and to offer recommendations that mitigate identified safety risks.

Cronin & Sutton Consulting

Residential Development in Anglesea  
Terrace, Old Station Road, Cork

Stage 1 Road Safety Audit

**P//CE**

October 2025

Cronin & Sutton Consulting

# Residential Development in Anglesea Terrace, Old Station Road, Cork

## Stage 1 Road Safety Audit

Document Ref:	<b>P25046-PMCE-XX-XX-RP-SA-3_0001</b>				
---------------	---------------------------------------	--	--	--	--

Rev	Prepared By	Reviewed By	Approved By	Issue Date	Reason for Revision
3.0	AP	TAG	TAG	15 <sup>th</sup> Oct 2025	Final Report
2.0	AP	TAG	TAG	6 <sup>th</sup> Oct 2025	Final Report
1.0	AP	TAG	TAG	26 <sup>th</sup> Sept 2025	Draft Report



T +353 (1) 464 3041  
F +353 (1) 459 1836  
[info@pmceconsultants.com](mailto:info@pmceconsultants.com)  
[www.pmceconsultants.com](http://www.pmceconsultants.com)

17 Greenmount House  
Greenmount Office Park  
Harold's Cross, Dublin 6W  
D6W VX78, Ireland

## Table of Contents

1	Introduction .....	1
2	Project Description .....	2
3	Items Arising from the Audit .....	3
4	Audit Team Statement.....	5
5	Road Safety Audit Feedback Form .....	6
	Appendix A - Documents Submitted to the Road Safety Audit Team .....	7
	Appendix B – Problem Locations .....	9

# 1 Introduction

## 1.1 General

This report results from a Stage 1 Road Safety Audit on the proposed residential development at Anglesea Terrace, Old Station Road in Cork City, carried out at the request of Mr Linganand Jewargi of Cronin & Sutton Consulting.

The members of the Road Safety Audit Team are independent of the design team, and include:

**Mr. Antonis Papadakis**  
(EUR ING, BSc (Hons), MSc, RSACert, MIEI, MTCG)  
Road Safety Audit Team Leader

**Mr. Aly Gleeson**  
(BSc (Hons), MEng, MBA, RSACert, CEng, FIEI)  
Road Safety Audit Team Member

The Road Safety Audit took place between May and September 2025 and comprised an examination of the documents provided by the designers (see Appendix A). In addition to examining the documents supplied the Road Safety Audit Team visited the site of the proposed measures on the Tuesday 20<sup>th</sup> May 2025. Weather conditions during the site visit were dry and the road surface was dry. Traffic volumes during the site visit were moderate, pedestrian and cyclist volumes were low and traffic speeds were considered to be generally within the posted speed limit.

Where problems are relevant to specific locations these are shown on drawing extracts within the main body of the report and their locations are shown in Appendix B. Where problems are general to the proposals sample drawing extracts are included within the main body of the report, where considered necessary.

This Stage 1 Road Safety Audit has been carried out in accordance with the requirements of GE-STY-01024 - Road Safety Audit (May 2025), contained on the Transport Infrastructure Ireland (TII) Publications website.

The scheme has been examined and this report compiled in respect of the consideration of those matters that have an adverse effect on road safety and considers the perspective of all road users. It has not been examined or verified for compliance with any other standards or criteria. The problems identified in this report are considered to require action in order to improve the safety of the scheme and minimise collision occurrence.

If any of the recommendations within this road safety audit report are not accepted, a written response is required, stating reasons for non-acceptance. Comments made within the report under the heading of Observations are intended to be for information only. Written responses to Observations are not required.

## 2 Project Description

A new residential development is proposed on Anglesea Terrace, located in Co. Cork, approximately 500m southeast of Cork City centre. The site is bound to the north by Old Station Road, to the west by an existing carpark, to the south by Anglesea Terrace, and to the east by the South City Link Road.

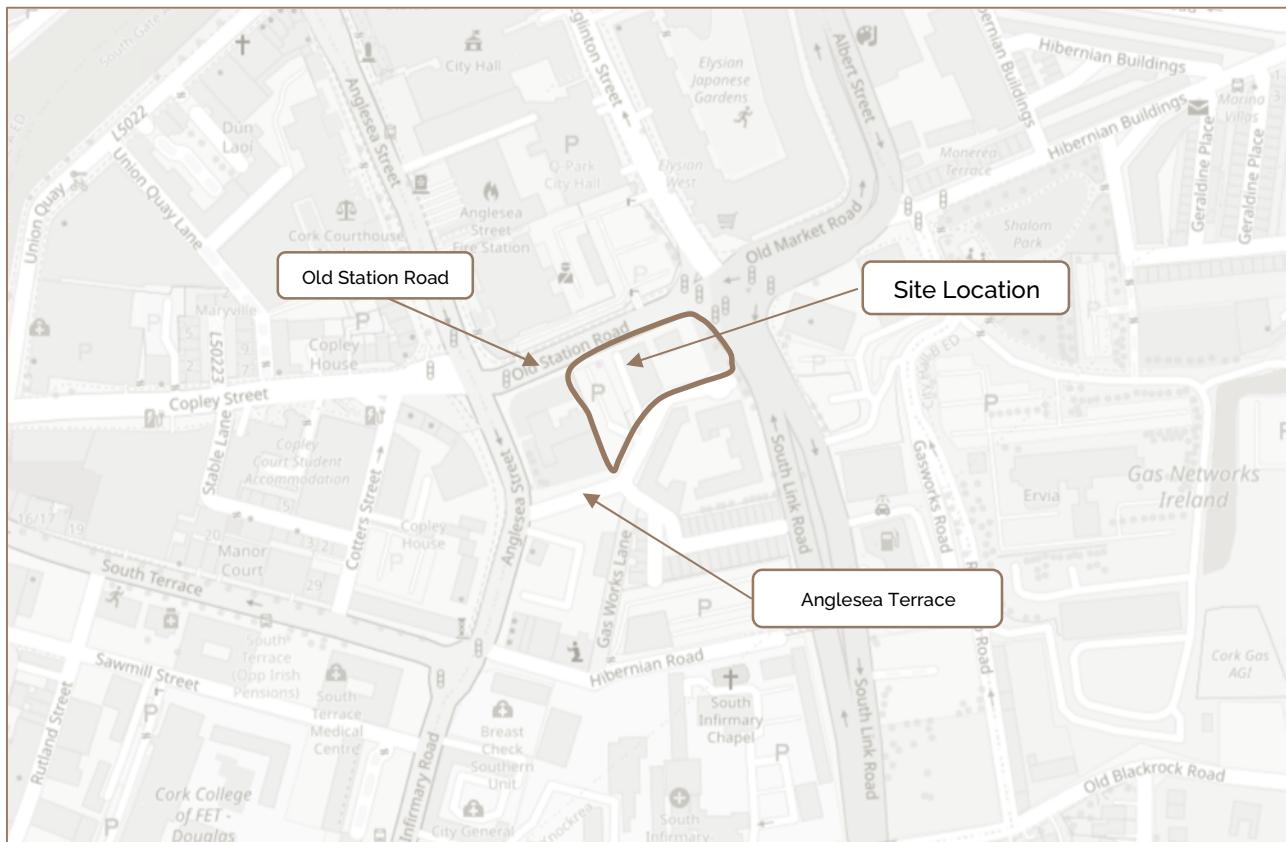


FIGURE 2.1: LOCATION PLAN (SOURCE: [WWW.OPENSTREETMAP.ORG](http://WWW.OPENSTREETMAP.ORG))

The development will be accessed by either Anglesea Terrace or Old Station Road. Anglesea Terrace is a cul de sac which continues west forming a priority-controlled T-Junction with Anglesea Street. In the vicinity of the junction, Old Station Road is a two-way two-lane carriageway approximately 11m wide with a posted speed limit of 50kph. Anglesea Terrace is a two-way single carriageway approximately 7m wide which runs in an east-west direction from its junction with Anglesea Street to the end of the cul de sac. There are existing footpaths and public lighting on both sides of Anglesea Terrace which are proposed to tie-in to the proposed footpaths within the development site.

The proposed residential development would include the following:

- 147 Residential apartments & 3 small commercial units.
- A new footpath tying into the existing on Old Station Road and Anglesea Terrace.
- An internal footpath network within the development.
- Public open spaces.
- Landscaping.
- A proposed on-street loading bay.
- Bicycle storage for long stay and short stay bicycle parking.

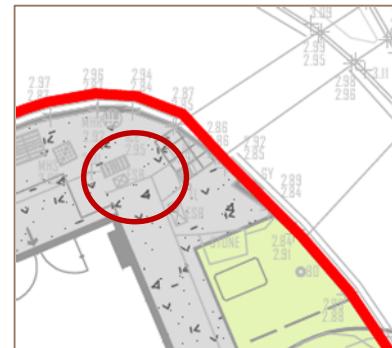
## 3 Items Arising from the Audit

### 3.1 Tactile Paving Stem

Location: Drawing H105-CSC-XX-XX-DR-C-0001 (Rev. P02)

Summary: *The stem of the tactile paving at the signalised pedestrian crossing on South City Link Road at its junction with Old Station Road does not extend to the rear of the footpath.*

The stem of the tactile paving at the existing signalised pedestrian crossing on the western side of South City Link Road does not extend to the back of the footpath. This may lead to visually-impaired pedestrians travelling at the back of the footpath being unable to detect the tactile paving and subsequently the crossings resulting in them being unable to safely and independently navigate the road layout.



### Recommendation

The stem of the tactile paving should extend to the back of the footpath at the location of the crossing.

### 3.2 Kerb Alignment

Location: Drawing H105-CSC-XX-XX-DR-C-0001 (Rev. P02)

Summary: *The location of a build-out after the horizontal curve may lead to wheel strikes.*

A new build-out has been indicated on Anglesea Terrace, to the south of the proposed development. The build-out commences shortly after a horizontal curve, so may not be clearly visible to drivers on Anglesea Terrace. This may increase the risk of wheel strikes and material damage collisions.



### Recommendation

The build-out should be extended to smoothly tie-in with the kerb line at the corner of Anglesea Terrace.

### 3.3 Overhanging Trees

Location: Drawing H105-CSC-XX-XX-DR-C-0001 (Rev. P02)

Summary: *Overhanging trees may increase the risk of head strikes*

Trees are indicated as overhanging the footway located on the eastern side of the development. The specification of tree is unclear, but low hanging canopies may increase the risk of head strikes, leading to personal injury.



### Recommendation

Ensure tree canopies are at least 2.3m above the footway, or 2.5m if cyclists are expected to use the pavement.

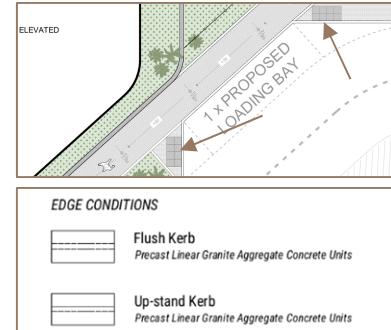
### 3.4 Absence of Dropped Kerbs

Location: Drawing 1665-101 (Rev. P05)

Summary: Dropped kerbs have not been indicated at the tactile paving arrangement adjacent to the proposed loading bays.

Dropped kerbs, where tactile paving arrangement is proposed, has not been indicated at the loading bay on the western side of Anglesea Terrace, so it is unclear how mobility impaired vehicle occupants will travel between the parking space and the adjacent footpath.

#### Recommendation



Ensure mobility impaired users can safely travel between the parking spaces and the adjacent footpath.

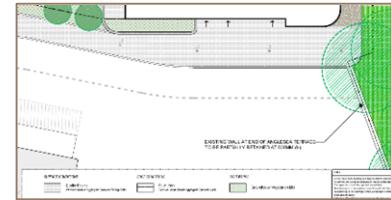
### 3.5 Absence of Turning Head

Location: Drawing 1665-101 (Rev. P05)

Summary: Lack of turning head provision.

It is not clear whether the proposed layout at the eastern end of Anglesea Terrace can accommodate the swept path of larger vehicles such as refuse trucks or vans. A lack of adequate space for U-turn manoeuvres may increase the likelihood of material damage collisions.

#### Recommendation



A formal turning head or an alternative arrangement should be incorporated to facilitate safe turning movements for larger vehicles.

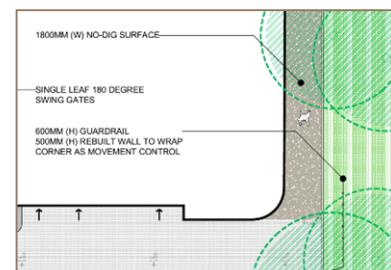
### 3.6 Footpath Surface

Location: Drawing 1665-101 (Rev. P05)

Summary: The use of an unbound surface may result in rutting within the track and a risk of slips, trips, and falls.

The footpath on the eastern side of the proposed development is indicated as 'no dig surface'. It is unclear if this is a bound material. If the surface is not composed of a bound material, it may be more susceptible to rutting and a resulting increased risk of ponding, leading to slips and falls for pedestrians, particularly during wet and icy weather conditions.

#### Recommendation



The proposed 'no dig surface' should be composed of a bound material.

## 4 Audit Team Statement

We certify that we have examined the drawings referred to in this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we would recommend should be studied for implementation.

No one on the Road Safety Audit Team has been involved with the design of the scheme.

ROAD SAFETY AUDIT TEAM LEADER

Antonis Papadakis

Signed:



Dated:

15.10.2025

ROAD SAFETY AUDIT TEAM MEMBER

Aly Gleeson

Signed:



Dated:

15.10.2025

## 5 Road Safety Audit Feedback Form

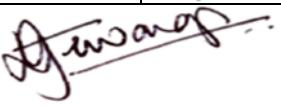
### Road Safety Audit Feedback Form

Scheme: Anglesea Terrace, Old Station Road, Cork

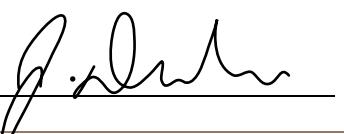
Route No.: Old Station Road, Anglesea Terrace

Audit Stage: 1 Date Audit Completed: 26.9.2025

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem Accepted (Yes/No)	Recommended Measure(s) Accepted (Yes/No)	Describe Alternative Measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted	Alternative Measures or Reasons Accepted by Auditors (Yes/No)
3.1	Yes	Yes		
3.2	Yes	Yes		
3.3	Yes	No	These canopies are of existing trees, and will be subject to BS5837 trees in relation to design, demolition and construction. It is understood that the existing canopy is notably above head clearance height, and any local pruning shall be coordinated and conducted by trained arboriculture specialist	Yes
3.4	Yes	Yes		
3.5	Yes	No	The vehicles shall use the existing access road as a turning head to turn and exit.  A swept path analysis has been carried out which accommodates this arrangement.	Yes
3.6	Yes	Yes		

Signed:  Designer Date 1.10.2025

Signed:  Audit Team Leader Date 6.10.2025

Signed:  Employer Date 9.10.2025

## Appendix A - Documents Submitted to the Road Safety Audit Team

DOCUMENT/DRAWING TITLE	DOCUMENT/DRAWING NO.	REVISION
General Arrangement Plan- Ground Floor	1665-101	P05
General Arrangement-oo-Ground Floor Plan	921255-HJL-B1-oo-DR-A-1000	P08
Proposed Site Layout	H105-CSC-XX-XX-DR-C-0001	P02

## Appendix B – Problem Locations

